The Chronicle.

St. John, N. B., Feb. 13, 1857.

THE Legislature met yesterday, and if the rumours which have been current in this city during the last few days are to be relied on, an effort will be made by certain restless plotters in the Assembly to organize an opposition, and propose an amendment to the Address, or contrive by some other means to carry a vote of want of confidence in the present Government. Whatever may be the movements of those who aspire to be leaders of an opposition, or whatever plan may be concocted for the purpose of restoring to place and power the remnant of a disappointed and shattered party, we have no fears as to the result of any trial of the strength of the Executive. Indeed, we do not see where the materials are to be found in the House of Assembly out of which a solid and respectable opposition can be formed. It is possible that some members more noted for their cunning and natural propensity to intrigue than for any real ability, or any deep interest in the public welfare, may succeed to a certain extent by flattery, by promises, by misrepresentations, by bribery, and by all the other disreputable means which those who call themselves by that sadly abused name of *Liberals* have more than once used with effect, in winning over two or three representatives who may not have sufficient manliness and independence to think and act for themselves.—And it is just possible that a majority might be got to pronounce, some out of mere party prejudice, some from disappointment in their hopes of personal favours and profits, some without any reason which they would like to own, a censure upon the present administration.

Still we think the Government in a safe position. Out of the ranks of those known to be opposed to them nothing like an influential or strong administration could be formed.

And if the country were appealed to, we are convinced that the spurious *Liberalism* of our day would experience a most disastrous defeat throughout the Province generally. Whether at a general election, or whether they should return to their constituents as the holders of political offices, we know that several of the opposition leaders would be ingloriously beaten at the hustings. This is, of itself, enough to shew the true character of any opposition which may be brought together at the present session. It would be an opposition unsupported by public opinion or public sympathy, not recognized as advocating any important principles or defending any important public rights. It would be an opposition whose motives and whose aims would be factious and factious only.

The 'Courier,', in its last issue, and the newly-established organ of the Liberals, the 'Leader, in one of its recent numbers, have pretty plainly indicated the grounds upon which the opposition intend to take their stand. As might be expected, they are to figure on the boards in their favorite characters as the devoted defenders of great and vital political principles. They are to step forward as vindicators of the majesty of the law and the dignity of Statutes and acts of the General Assembly. They are to show how the laws have been violated by the present Executive in their mode of conducting the Railway operations which have recently been going on so vigorously, and in their neglect to enforce the provisions of that precious web of absurdities which the late Liberal Government manufactured, and which, by courtesy, was called an Election Law.

With regard to what the Government have done in pushing forward the work upon our railroads, we have nothing to add to what we have already said on former occasions. The energy and business ability which they have displayed, the rapid progress which, during the few months they have been in office, has been made in the construction of the line between St. John and Shediac, and the favorable terms upon which they have raised the funds to carry on the work, have gained for them the confidence and respect of all whose opinions are of any weight or value. On this matter, therefore, the Executive may securely challenge discussion, and meet any opposition which Mr. Fisher, Mr. Johnston, Mr. Smith, or any other of the great exponents of Liberalism may choose to offer. And we are glad to see, in the Speech delivered by His Excellency at the opening of the Session yesterday an intimation that the Government have prepared a plan for the superintendence of the railway operations, which shall be efficient and more economical than that for which their predecessors obtained the sanction of the Legislature.

But it is the utter failure of their much-talked-of election law, the favorite offspring of *liberal* wisdom, that most annoys and perplexes the whole party. This pet measure was intended to be passed off as another great concession of privileges to the people, as another triumph won by the perseverance and skill of the "people's representatives," after many desperate struggles with that imaginary class of oppressors, who, according to *liberal* writers, are constantly endeavouring here and elsewhere to deprive the people of their natural rights, and keep them back from their proper share of power and authority. It was intended to give its crafty framers a permanent hold of office and emolument. But it has failed, utterly and hopelessly failed. It did not please the people, and they have shewn themselves entirely indifferent to the vast benefits it proposed to secure for them. Hardly a single constituency has complied with the provisions of the Act, and qualified itself to elect its representatives under them. Of course, this failure of their cherished scheme is, according to the *liberal* papers, wholly owing to the hostile influence exercised by those in power. Although the Executive are not authorised by the Act itself to interfere in any measure with the action which the people may be pleased to take in the matter, yet we are gravely told that they are responsible for what has been done, or rather left undone, by the electors over whose movements they have no control whatever.

If the "Liberals" themselves had remained in office, they might, in the abundance of their wisdom and the multitude of their expedients, have found some means of forcing an unwilling people to swallow the dose,—the grand specific remedy for our political ills. But we should really like to know what they could have done. Would they have invented some species of legal process, some "mandamus" or other writ, compelling each refractory or non-conformist Parish to carry out the law? Would they, for instance, have forced Revisers, elected without their own consent, as in our Parish of Portland, to discharge the duties of an office they never assumed and never sought for? Would they have summoned the whole inhabitants of the Parish, individually and collectively, to shew cause why they should not fully qualify themselves to elect their future representatives under the patriotic and beneficient provisions of this admirable law?

But the whole affair is too supremely ridiculous to be seriously discussed; and the first paragraph of the Governor's Speech points to the necessity of providing an immediate remedy for the present disorganised state of our different constituencies by some sensible legislation upon the subject. In our humble opinion, the less Mr. Fisher and his late colleagues say about their Election Law the more discretion will they exhibit. They pressed, in spite of all resistance and remonstrance, an Act which it was entirely left to the people themselves to carry out, and with which neither the Government nor any officer appointed by them, or in any manner under Executive control, had the least power or right to interfere. That act is a complete nullity—rendered null and void by its own accumulated absurdities. The best thing its framers can do, if they wish to retain the least shadow of a reputation for prudence or tact, is to join without hesitation in passing any measure which may be devised to remedy its defects, and to restore the elective franchise to something like a solid basis.

"Man's inhumanity to man,
Makes countless thousands mourn" *Burns.*

THE truth of this assertion of the Scotish bard is daily verified, even in this country—teeming, as it is, with the elements of existence—with its eleven millions of ungranted acres of rich soil, with the face of the country covered with valuable timber, with the bowels of the earth pregnant with mineral wealth incalculable, and its shores swarming with myriads of the denizens of the "deep sea." Even with all these acknowledged privileges, yet we find our countrymen and women, in the great modern Babylon, and only eight days' sail from this 'Eden Incognita,' as described by a London contemporary, besieging the London police magistrates for a morsel to keep them from starvation, while it is said that numbers of them are left to perish in the streets from want. While the workhouse officials pertinaciously refuse to give them even shelter; from the Atlantic cities of the neighboring Republic the same melancholy tale is told; there too, thousands of poor seamstresses are starving on the miserable pittance doled out by their flinty-hearted taskmasters, working, as the philanthrophic but eccentric Tom Hood has it, on a *shirt* and a *shroud* at the same time; and even in this city, if we are to take the reports of the Common Council for authority, the mass of misery and wretchedness hidden in obscurity in the purlieus of York-point and Smith's-alley, are truly heart rending, while such is the management, or rather the mismanagement of our civic authorities, that numbers of the heads of these miserable families, in order to render wretchedness more wretched, are sent to the County Jail as defaulters for taxes, there to be fed at the public expence, while their families, at the same time, are deprived of even the chance of their obtaining a transient shilling, to help them to eke out their miserable existence. If we were to take as a gauge of public benevolence, the acts of charity "proclaimed on the house tops," and said to be going on in our good city, we should be utterly astonished to hear of such a thing as destitution. Here we have paraded before us a host of charitable societies, here is the St. George's, the St. Andrew's, the St. Patrick's; two or three widow and orphan societies, a Dorcas society, a sewing circle, with some half dozen masonic bodies, and as many more orange societies; all ostensibly for the relief of the poor and needy, and yet the miseries brought under the notice of the Common Council by the action of the taxation of the poor, is astounding; and so shook the *sensitive sympathies* of our Councilmen, that they have been ever since paralized, perfectly stultified and brought to a dead halt; and with all these attributes and appliances, the misery remains unabated. There are hundreds of pounds, too, collected in the various churches for charitable purposes; charity balls, charity concerts, &c., &c., and although "charity covereth a multitude of sins," yet, so circumscribed are its skirts, that it covers but a very limited amount of wretchedness. How is this? We feel satisfied that many of the originators of those praiseworthy institutions are sincere in their desire to do good, and yet, unfortunately, it so happens that little or no good is effected. The truth is their efforts are misdirected. There is no *system* established; there is no *permanent* structure erected; all is miscellaneous,—transient, promiscuous, and uncertain. We feel well assured that the money yearly expended in *temporary* relief, and which now only serves to alleviate,—to make distress the more poignant—would, if an organized system were resorted too, form the basis of a *permanent home* for hundreds, who, fed one day and starved the next, now endure "all the ill that flesh is heir to." Should this touch the heart, as well as meet the eye of the charitably disposed, and who are *now* engaged in the work of the good Samaritan, the writer of this is prepared to furnish a scheme that, while it will reflect honor on our city, will do more, it will carry out *practically* the christian principle and enable us to fulfill the last commandment of the Saviour, "*That ye love one another.*"

"*Like a double cherry, seeming parted.*"

The *Courier* of the 7th inst. in its attempt to be *brilliantly* witty and *stunningly* satirical, explodes as follows. It says:

The *New Brunswicker* of this morning, gives a long quotation from the *Woodstock Journal*, to show that the Election Law of the Liberal Government is a vicious piece of legislation, because Sheriffs *may be* rogues! Prince of logicians!!

And in the same issue, in a voluminous leader, it says:—

The temptations there would be to jobbing and peculation, if all the public works were under the direct management of the Executive, would corrupt the best Government that ever existed.

Echo answers, "Prince of logicians!!!"

In an article in the *Courier* of the 7th instant, on the subject of the Income Tax in Great Britain, it is stated that, at a public meeting, held at Gloucester, to petition for its repeal, the Rev. W. Barnes, one of the speakers, characterized it as a tax upon the *virtue* of industry, and, therefore, immoral. The *Courier*, of course, being a *Free Trader*, sets the reverend gentleman down as a humbug, although he has, unwittingly, we presume, given publicity to his opinions. Now, we think Mr. Barnes is perfectly right, any tax upon *home labour*, is not only demoralizing, but also *cruel*. And when our provincial artizans are thrown out of employ and obliged to seek a living in a foreign land, in order to encourage the foreign artizan (and this is precisely the effects of *our Free Trade*) we look upon it as the very worst species of cruelty. Yet it is the policy that was acted upon by the late Administration, which he, the editor so much lauds and admires. "Consistency thou art a jewel!"

FAMILY BIBLE.—We have received Part 21 of Blackie's Splendid Family Bible, with two elegant steel engravings. The work is not excelled by any publication of the day. On sale by Mr. Bowdoin.

THE CUNARD STEAMERS.

We have copied from the London *Times*, a letter from Mr. S. Cunard to the British public on the postal arrangements between England and America, wherein that gentleman sets forth his claim to an especial voice in the choice of the ports for the delivery of the mails on this side of the Atlantic and gives, as his decided opinion, a preference to New York and Boston, and rather sneers at the idea of Canada expecting the British Government will notice their claim to make Quebec one of the ports of delivery. Now, we feel disposed to award more than an ordinary meed of praise to Mr. Cunard for his enterprise in undertaking the task of carrying the mails, as well as his promptitude and regularity in carrying out his contract; but that gentleman must recollect that the commercial correspondence of the colonies, is, or should be, viewed by the Mother Country with a maternal eye, and as deserving more consideration than a foreign nation; and that even if it were done to some little inconvenience and expence to Great Britain, it is a matter not lightly to be treated. It is a little singular, that Mr. Cunard, who is native of Nova Scotia, and must be aware of the facilities of this port. An open harbour every day in the year, which cannot be said of either of the ports so extolled by that gentleman; it never seems to be thought of. Now, if it would not be considered presuming, poor modest New Brunswick might be allowed to step in and offer to form a link in the great chain, the beneficial, and patriotic scheme of claiming a priority in the receipt of the mails from her own country. Let Quebec be the summer port, and Saint John the winter one (so soon as the line of railway is completed through this province); and we much mistake the value of that young giant,—Colonial Commerce—if, in a few years, it does not prove as advantageous to the Parent State as the suggestions now thrown out by Mr. Cunard. We trust, before the Legislature rises, that some official communications may be had with Canada on this point, for the bringing about this very desirable object.

THE CANADIAN TRADE.

The following letter on this subject from Mr. Cunard, appeared in the London *Times*:—

SIR,—As several letters have recently appeared in the *Times* relative to the development of the Canada trade, in which the contract with the Cunard Company has been severely animadverted upon, it may be well, in reply to these remarks, to give a short statement of the origin and working of this contract.

Nearly twenty years ago the Government advertized for tenders for the conveyance of the mails by steam to America; several proposals were sent in, the one from me being the lowest, and the plan most approved, was accepted. The contract entered into has done no discredit to Her Majesty's Government, with whom it was made, and I think the country will not soon forget the good service rendered by me in originating it and carrying it out.

The duty has, ever since, been faithfully performed; the ships have departed at the appointed time without one single exception.

For many years the amount received by the post office for letters carried under this contract exceeded the sum paid by Government. Recently the rate of postage has been reduced from one shilling to sixpence, and the amount of postage may be now short of the contract money, the important service has been performed at a small cost to the country.

The mail service cannot be performed by transient ships; there are times in the year when freight and passengers are to be had; under such circumstances ordinary ships would be detained. At the present the passage money will not pay for the coals consumed on the passage, but the correspondence between Europe and America is of too much importance to admit of delay or to be dependant on irregular departures. If our Government should abandon the mail service, the American Government would continue it, and do the whole.

The ships required for this service cost a large sum of money and are not suited for any other purpose; if they were now offered for sale they would not bring one-fifth of their cost. This observation will apply to all the Atlantic mail steamships, the American, the West Indian, and the Cunard lines; at the termination of the mail service the ships would be valueless; they are too expensive to use for any other purpose.

It is absolutely necessary to have large ships, with great power, to secure the regular delivery of the mails, and also to keep pace with American ships of equal power and size; the American Government give a much larger grant for the same service than that paid by our own Government. The mail steamers do not materially interfere with the steamers carrying merchandise. The mail steamers take but a small quantity of freight—for instance, the Arabia, of 2,500 tons burden, can only carry between 400 and 500 tons of goods. A screw steamer of the same tonnage will carry 1,800 tons, and sail at half the expence. A large portion of the freight by the mail steamers consists of French goods, brought from Havre by branch steamers, which we keep for that purpose, so that the mail steamers, departing once a week, cannot materially interfere with other ships, and it is an argument only used by persons who have some particular object in view.

The Canadians say that the Cunard steamers should be compelled to go to Quebec during the summer, and to Portland in the winter; but it is not likely that any other persons will agree with them.

Boston and New York were the ports in the United States first selected, and there are no good reasons for substituting Quebec and Portland. Quebec is closed by ice and other dangers for six months. Boston and New York are large cities, are always accessible, and have great facilities for forwarding goods and mails to every part of Canada and throughout the United States. Portland is far inferior in all respects.

The good people of Canada appear to suppose that the contract was made for their especial benefit, and no other, but they are in error. The contract contemplated the conveyance between Europe and the whole continent of America, but Canada has derived the greatest benefit from it. Previously the mails were carried once a month, by an irregular, uncertain, and a dangerous conveyance, by which many lives were annually lost. The postage to Canada was then two shillings a letter; now they have a regular and safe conveyance twice a week, and the postage is sixpence a letter. They have a hundred and four mails from England annually; formerly they had twelve.

They now ask the Government to subsidise a screw steamship to perform a voyage once a week to Quebec for six months, and to Portland, in the United States, for the other six months, to enable them to develope the trade of Canada. If their statements are correct as to the immense amount of goods that is to be collected at Quebec, to be shipped thence (and I do not pretend to doubt the accuracy of their statements) forty steamers will be required weekly to carry freight, so that one will be subsidized while thirty-nine will be dissatisfied. If the freight is at Quebec, ships will find their way there to carry it; and as to granting a subsidy for a ship to Portland, I can only say that there are many steamships now running from Glasgow and Liverpool to Boston, New York, and Philadelphia. We have had several in the trade for some years past, and we have no subsidy for them. We are building several screw steamships at present; some of them are likely to find their way to Quebec, and perhaps, to Portland, if freight should offer. There will be no lack of ships if there should be good employment for them. If the Canadians ask the subsidy for an increased postal communication, I think that I have shown that, with the present semi-weekly mails, they have no good grounds for such application, and I think the Government would not be disposed to give a bounty in such a form merely to promote a commercial enterprise.

I am, Sir, your obedient servant,
London, Dec. 29. SAMUEL CUNARD.

The *Quebec Morning Chronicle* remarks:—"This document is written in an off-hand, business-like style, accompanied by a peculiar air of offended dignity. . . . The success of the Canadian line of ocean steamers, last year, doubtlessly, very considerably affected the traffic of the Cunard line, so far as Canada was concerned; and when an application to the Home Government for a subsidy was talked of, that the Canadian line might be a weekly one, rumours were immediately spread that the Cunard Company intended to establish a St. Lawrence line. In fact, one rumour did not succeed another so rapidly without some foundation. . . . Boston and New York are extolled by Mr. Cunard, in his letter, as the ports first selected, and to attempt to substitute Quebec and Portland in their stead, is a thing which must not be thought of. Nay, the people of Canada are twitted for appearing to suppose that the contract was made for their especial benefit. This is not a truthful representation of the matter; Canadians have simply maintained that the intercourse between the mother country and her loyal colonies should be as direct as possible; and as native enterprise has a preferential claim to her patronage and support. Why should our letters and our friends be carried to and from, by a round about route, which, under certain circumstances, would no longer be available? . . . Neither Mr. Cunard nor any other person will succeed in arresting the enterprise of the people and Government of Canada, so far as the extension of ocean navigation is concerned, and the establishment of a direct weekly communication with England. If the Imperial Government can be induced to act impartially in her subsidizations, well and good; but at all events, we hope that our own Executive and Legislature will act a liberal part in rewarding native enterprise and energy now, and offering additional encouragement for the future."

The *Montreal Gazette* also remarks on the subject:—"Mr. Cunard says the subsidy paid by the British Government has really cost the country little; that for many years, the amount received by the post office for letters was greater than the sum paid by the Government for carrying them. This is a pretty sharp answer to the *Times*, which asserted that the public money should not be wasted in subsidies. It is also a suggestive hint for us in Canada. . . . He has entirely ignored the important question of the superior geographical position of the St. Lawrence, and the greater facility with which a larger portion of the continent can be reached from Montreal, than from New York or Boston, giving it, (a much nearer point to Europe than either of these cities) an advantage for mail purposes. And with respect to Portland Mr. C. makes a positively incorrect statement. Portland has some not inconsiderable advantages over those cities, and Mr. Cunard, when he came to the proof would find it difficult to conceal, that for postal service between the two continents—which he admits is that for which the Government pays—Portland does offer greater facilities than New York."

THE WEATHER—FRESHETS, &c.—During last week, we experienced some very mild weather, accompanied with a southerly wind and rain at intervals, which was felt in the interior, causing the snow to disappear very rapidly. In King's County, the mild weather caused an unusual freshet at this season of the year, and the valley roads are in many places rendered impassable on account of the inundation. We regret to learn that the new Bridge erected last spring at Roach's, Sussex Vale was carried away by the freshet on Monday last which has retarded the travelling, and will cause much inconvenience. We much fear that further damage has been occasioned in other sections of the country.

The weather cleared off very cold on Tuesday night, and on Wednesday the thermometer indicated twenty-six degrees below zero, accompanied with a cutting North-West wind, rendering travelling most uncomfortable.

ALMONDS RAISED IN NOVA SCOTIA.—We never expected to see that day, yet proof of it may be seen at the News Rooms, where W. B. Fairbanks, Esq. has exhibited specimens of the fruit, full grown and ripe—and stated to be raised in the opened air, at his beautiful residence, Spring Gardens. We hope this fact will be duly noted in all forth-coming works on the climate and productions of abused Nova Scotia.—*Halifax Journal.*

ARRIVAL OF THE "BALTIC."

The steamer Baltic arrived at New York on the 5th inst., having left Liverpool on the evening of the 21st ult.

The Swiss question is considered settled, as the Neufchatel prisoners have been liberated.

The event of the most interest is the trial of Verges, the assassin of the Archbishop of Paris. The trial is full of dramatic interest. Verges is condemned.

A mutiny of a coloured crew took place on board the J. L. Bogart, in the Mersey, bound to Mobile. The first mate was badly wounded and is in the hospital. The second mate was arrested for shooting a seaman, and three of the crew for assault.

The alleged cause of the mutiny is that they shipped under articles for New York, but subsequently they learned that the ship was to proceed to Mobile, where, as they were nearly all coloured men, they would be detained in slavery.

Lord Palmerston has issued a circular to the House of Commons, stating that business of great importance would be laid before the coming session of Parliament, and expressing an earnest hope that all the members will be in their places at the opening.

Lord Napier has arrived in London to make preparations for his departure on his American mission.

The weather has been very mild.

A despatch from Berne, of the 18th, states that the Neufchatel prisoners were, on the preceding night, escorted by a detachment of Swiss troops to the French frontier.

The Federal Council has given orders for immediate disbanding the troops.

Private advices from Shanghae, of Nov. 19, say there is a prospect that special shipments to that port may prove excessive, owing to the scarcity of produce.

The English at Canton were strengthening their position, and showed a disposition to remain on the defensive until they received advices from England. Meanwhile, reinforcements are understood to be sent for.

An influential meeting of merchants and brokers was held in London on the 19th, Baron Rotschild in the chair. The object of the meeting was to induce the Government to pass an act placing warrants, bills of lading, and other documents relative to the delivery of goods, on the same footing as bank notes or bills of Exchange.

The governor of the Bank of Edgland produced the draft of a Bill to be presented to the President of the Board of Trade, and a letter was exhibited in which the President stated his readiness to receive a deputation on the subject.

ARRIVAL OF THE "AFRICA."

NEW YORK, Feb. 6.

The steamer Africk, from Liverpool, Jan 24th, arrived to-day.

The intelligence from Persia states that the British had taken possession of several important points in Persian Gulf. It also reported that the Russians had taken possession of Astrabad.

CHINA.—Advices from Canton report the Chinese the very obdurate. They had set fire to the factories and several buildings, including the Oriental, Agin, and Mercantile banks, were burned. It was reported that the shelling of Canton by the British commenced just before the mail left.

Arrived at Liverpool, ships Alexander, Welsford, and William F. Storer, hence.—At Gravesend, Aalido, ditto.

PROVINCIAL LEGISLATURE.

OPENING OF THE SESSION.

Yesterday the House of Assembly was opened in the usual manner, by His Excellency the Lieut. Governor, in person.

THE GOVERNOR'S SPEECH.

Mr. President, and Honorable Gentlemen of the Legislative Council:
Mr. Speaker, and Gentlemen of the House of Assembly:

It affords me much satisfaction to meet you on your assemblage for the discharge of your legislative duties. I have given directions that there should be laid before you the reports which have been received by the Government respecting the existing state of the various constituencies in the Province, a condition of affairs in which large numbers of those to whom it was the intention of the Legislature to extend the Franchise, who cannot legally exercise that privilege, will not I am sure, be permitted by you to continue. I rejoice to be able to announce to you that considerable progress has been made in the Railway works in course of construction; and a gratifying proof has been afforded of the confidence which is reposed by the capitalists of the Mother Country, both in the good faith and in the resources of the Province, by the ready sale, at a premium, of the Debentures issued to defray the cost of these works. Documents fully explaining the present condition of the Railway works and the proceedings of the Government in connection with them, will be laid before you; and a measure will be submitted to you, having for its object the diminution of the of the cost of superintending the expenditure on Railways, without impairing the efficiency of that superintendence. The attention of the Government has been directed to the insufficiency of the existing means of conveyance both of passengers and goods between the various ports on the Northern and Eastern shores of this Province and Prince Edward's Island. You will I am confident recognize the advantage which the Province would derive from increased facilities of commercial intercourse with that Colony. The Government of P. E. Island are prepared to co-operate in making such arrangements as would afford to the people of both Colonies, the advantage of a more complete system of intercommunication between them, and a proposal will be submitted to you for carrying into effect these arrangements

Mr. Speaker and Gentlemen of the House of Assembly:

The fiscal accounts of the past year will be laid before you. These accounts will, I hope, be found to exhibit with clearness and simplicity both the receipts and the expenditure of the year; and I congratulate you on the improved condition of the finances of the Province. Estimates also of the Revenue, and of the Expenditure of the current year, have been prepared by the Government, and will be submitted to you.

Mr. President, and Honorable Gentlemen of Legislive Council:
Mr. Speaker, and Gentlemen of the House of Assembly.

In accordance with the desire expressed by the House of Assembly, the Government has during the recess being engaged in the consideration of the means whereby a healthy tream of immigration hitherto may be best be promoted. The correspondence and other documents explanatory of the progress which has hitherto been made, in maturing a scheme for this purpose, will be laid before you, and I do not doubt that these documents will receive from you that calm and careful consideration to which they are entitled from the importance as from the complicated character of the subject to which they relate. In other Colonies commerce has been extended and an impetus given both to Emigration and the investment of capital from the United Kingdom, by the establishment of direct steam communication with the mother country. I should view with lively satisfaction any step for the attainment of this object, which could be taken consistently with a due regard to financial considerations. I have received from the Secretary of State an important despatch relative to the surplus Civil List fund. This despatch will be laid before you. The law which regulates Parish Schools will shortly expire. Your attention will necessarily be devoted to this important subject.

The Council of King's College have submitted to me as the visitor of that institution, a report of which a copy will be laid before you. I commend this report to your attentive consideration. I have given effect to the wish of the House of Assembly, that a commission should be appointed to consider the means by which the successful culture of the soil may be best promoted. The commission is now engaged in making the necessary enquiries on this subject, and I trust that those who are engaged in this important branch of industry may derive permanent advantage from the labours of the Commissioners. During the past year the staple article of export from the Province was depressed in value, while the potatoe crop was seriously injured, and in some districts wholly destroyed by the blight; and although the fisheries were at least as productive as usual, both the Commercial and Agricultural Industry of the Province suffered a temporary check, but the general condition of the people is, I am happy to believe, one of comfort and contentment, and gratefully acknowledging the various blessings which have been bestowed upon us, and our dependence on Providenc for their continuance.—I rely with confidence on your devotion to the public interest, and I fervently hope that your deliberations may conduce to the honour and permanent welfare of the Province.

THE SHIP "WELSFORD."—Among the arrivals at Liverpool, announced by telegraph, from New York, on Saturday last, was that of the ship Welsford, from this port, whose melancholy loss we announced on the coast of Newfoundland, some weeks since, together with all hands except the mate and two seamen. Telegraphic despatches have since been received by the owners here, and also by the Insurance Companies, contradicting the report of her arrival, and there can be no doubt but she has met the fate before described in our columns. At all events, we have nothing to show to the contrary. It is to be regretted that such a report should have been circulated, as it must be doubly harrowing to the feelings of the relatives of the unfortunate men who have, no doubt, perished on board the ill-fated ship.—*New Brunz.*

A further telegraph has been received stating that the Welsford above alluded to, is a ship which sailed from the United States.

THE UNEMPLOYED WORKMEN.

The distress in England, occasioned principally by the severity of the winter, appears to be appalling. The following account of a meeting of the unemployed painfully illustrates the fact.

A rough platform was erected upon one of the old sheep-pens, and the workmen formed themselves in a circle round the chair, which was filled by Mr. Hugh Pierce, a journeyman carpenter.

The Chairman announced that the meeting had been called for the purpose of confirming a series of resolutions which had been adopted at two similar meetings. He need not tell them that wide distress prevailed throughout the metropolis since it was computed that at least a fourth of the entire working population had been for some time out of work. These meetings had been got up by working men themselves, with a view of devising the best means for relieving this distress. The meeting, therefore was purely of a social character. It had nothing whatever to do with politics, should the emissaries of Mr. Bronterre O'Brien or Mr. Ernest Jones seek to disturb the harmony of the proceedings by enforcing their crotchets he hoped the meeting would support him in resisting the attempts (cheers.) Those gentlemen might be well meaning men, but that was not the time nor place for bringing forth their views (hear.) The law of this country was sufficient to enable them to attain the object they had in view, and any one who ventured to assert the contrary was a traitor to the cause of the working man. Let them ask what could be granted like common sense men, and not waste their time and labor in discussing the Utopias of vain men, of the political crotchets of professional agitators (cheers.) Hitherto Englishmen appeared to be actuated with a false pride. When out of employ and in distress, they seemed to think it degradation to apply for relief to the union workhouse, but they should remember that the poor-law was a national institution, and the relief which they gave was their right. They should enforce that right when necessity required it, and then such a pressure would be brought to bear upon the rate-payers, that the government would be forced to retrench some of its useless expenditure and apply the savings to the construction of useful public works (hear, hear, hear.) It was neither public nor dignified for the government to go parading the wealth and luxury of the country before the eyes of foreign nations while so many of her working people are on the brink of absolute starvation; and he was sure that if the working classes would only unite in one single purpose of obtaining the objects set forth in resolutions to be presently moved such a parade as the country has recently witnessed would not be repeated. Before going to war to support the cause of people perhaps better off than themselves, or before sending costly ambassadorial missions to distant and it had been said barbarous courts, we should look to the wants at home, and then there would be a chance of averting these periodical epochs of distress (cheers.)

The following resolutions were then submitted to the consideration of the meeting:

"That the unemployed men here assembled, being fit objects of relief under the poor law, should forthwith apply in masses at their various parishes, and demand such casual support, while out of work as they are by law entitled to; and in the meantime that the executive committee shall draw up a petition in the name and on the behalf of the unemployed, praying her most gracious Majesty the Queen to call the attention of the government to the necessity of employing the surplus population upon the waste lands of the country, granting them also for loan of a portion of the surplus revenue the draining and tiling the same, to the end that their present impending ruin may be prevented, and corn produced in sufficient abundance to meet the wants of all.

"That the government open an extensive system of emigration for all those who, being unable to obtain employment, do not wish to be put upon the land, but prefer to leave their native country, and thereby add to the wealth of the colonies, and be enabled to better their own condition at the same time."

These resolutions were carried, and the meeting, the business of which throughout was conducted in a most orderly and creditable manner, separated.

FACTS THAT SHOULD BE KNOWN.—*An opinion and its basis.*—Dr. Maloun, a French physician, is said to have been so fond of drugging the sick, that when one of his patients had swallowed a dozen or two of his prescriptions without wincing, he seized the poor victim's hand in an ecstacy of admiration, exclaiming, "My dear sir, it really affords me pleasure to attend you—you *deserve* to be ill." The remedial system of Prof. Holloway, with whose fame all the world is rising, in beautiful contrast with this wholesale indiscriminating use of the materia medica. It comprehends only two preparations, but they would seem to include the antidotes for nearly all maladies. As a case in point, (for we cannot discuss so vast a subject in a couple of paragraphs) we may instance the extraordinary success of HOLLOWAY'S PILLS in Fever and Ague. This complaint, we are informed by medical men, has greatly extended its ravages of late years, and assumed a more malignant form. Be that as it may, there can be no doubt that it prevails in every section of the country at this season, and in the Fall, and that it baffles the skill of our most eminent medical men. One of its worst features is, that it paralyzes industry at the busiest seasons of the year, and if not fatal in itself, lays the foundation of many dangerous disorders. A remedy, therefore, that will at once break the chills and restore the strength and energy of the patient, must be of inappreciable value in our agricultural districts. They have been tried in the rice fields and cotton plantations of the South, in the valleys of the Ohio and the Mississippi, on the unhealthy banks of Red River, on the Western prairies, and among the cane brakes and swamps of Louisiana and Texas, with the same happy results; and multitudes who have heretofore trusted to quinine and other dangerous curatives and found them of little or no use, now rely upon this powerful yet harmless vegetable remedy.

We state these facts, derived from competent sources, as matters of general interest. It has become of late years so much a matter of course to extol every new remedy that came up, that the respectable journalists requires *proofs* as the basis of his commendation. We have taken the precaution of examining the credentals of Prof. Holloway's preparations before endorsing them, and with the consentaneous testimony of half Europe to sustain the result of our own inquiries here, we feel no hesitation in sending this article to our readers.—*Galveston, (Texas,) "News."*