SUMMARY OF NEWS.

NEW BRUNSWICK.

PROVINCIAL REVENUE.—An abstract of the Revenue of this Province for the year 1849 has just been made up at the Treasury, together with a comparative statement of 1848 and 1849, from which we make a few extracts. The total revenue for 1849 is £95,532 17s. 4d, while for 1848 it was £86,318 14s 2½d., shewing an increase of £9214 3s. 1½d, on the last year. On the Loan Fund duty, (which is one per cent, on all goods imported,) there is an increase of £537 4s. 9d., which would give an increase on the sworn values of the importations of £53,700. On the Ordinary Revenue there is also a large increase of £15,157 3s. 11½d., which was for 1849, £63,997 14s. and for 1848, £48,840 10s. 0½d. The only other item on which there is an increase is the Supreme Court Fees, which amount to £1402 18s. for 1849, and £666 18s. 2d. for 1848—making an increase on last year of £735 19s. 10d. On all the other items there is a decrease on 1849, as compared with the previous year: on the Export Duty the decrease is £1807 10s. 11d.; on the Consul Revenue £827 9s. 11d.; on monies received from the Imperial Customs, (which are now abolished,) the sum of £2711 15s. 4d.; on the Auction Duties, £142 1s. 8d.; on the Pedlars Licences, £7 9s. 10d.; on Emigrant Duties, £952 10s; on Light-House Duties, £549 3s. 9d.; on Sick and Disabled Seamens' Duties, £219 3s.—It therefore appears that on the Loan Fund, Ordinary Revenue, and Supreme Court Fees, there is an increase of £16,430 8s. 6½d., and on the Export Duty, Casual Revenue, Imperial Customs Auction Duties, Pedlars' Licences, Emigrant Duties, Light-House Duties, and Seamen's Duties, a decrease of £7216 5s. 5d.—making a total increase, on 1849, of £9214 3s. 1½d as compared with 1848. This looks very encouraging, notwithstanding the dull times which have been prevailing, during the past year.—*St. John, N. B. Courier, 19th.*

CIRCUIT COURT.—The Court has been engaged most of this week with criminal cases. Henry Welsh was found guilty of an assault upon Mr. Britain, Secretary of the Gas Company. The assault was committed in consequence of Mr. B. having been one of the jury in a case where Welsh was concerned. The prisoner was this morning sentenced to pay a fine of Twenty Pounds.

Arthur Rowe, with his wife and a man named Moore, from Black River, were tried for an assault upon the Custom House Officers, (as stated in our last number,) Rowe was convicted, and his wife and Moore acquitted. He was this morning sentenced to two years' imprisonment in the Provincial Penitentiary, but not appearing for judgment, his recognizances were ordered to be estreated.

Two days were occupied in the trial of William Dunbar and his wife for maliciously setting fire to a house occupied by them and others in this City. The Jury last evening brought in a verdict of guilty against Dunbar, but acquitted his wife. There is another charge against him for *Perjury*, which has not yet been tried.—*Ib.*

ST. ANDREWS AND WOODSTOCK RAILWAY.—With reference to this undertaking, a statement has very recently been made out, shewing the quantities of merchandize of all descriptions that pass through the city of Bangor to the town of Houlton, the Arestook River, and other branches of the River St. John to the Canada line, during the course of one year. We have been favored with a perusal of the said statement which is signed and attested to, by responsible and most respectable parties in Bangor, as to its correctness, and we have therefore much pleasure in making a few extracts from it, which may be the means of enabling those parties who have hitherto been doubtful as to the ultimate success of the Company to arrive at their own conclusions as to the amount of revenue that may reasonably be expected from this source alone, and we blieve there is little doubt, were the Railway in operation, that the goods alluded to in the statement would be sent by way of St. Andrews and Woodstock, both on account of expedition and a saving of expense.

The statement begins by shewing the cost of freight and hauling on goods from Boston to Houlton, which is as follows:—Hauling from Bangor to Houlton, 100 miles, is $1 per 100 lbs. The cost of hauling a barrel of flour would therefore be $2 to which add freight from Boston 15 cents, storage and wharfage at Bangor 12 cents, making in all $2,27. It is calculated (from the best sources of information) that there are 108,500 barrels, or equal thereto, of different descriptions of merchandize transported from Bangor to Oldtown, by the railway to that place, the most of which finds its way to Houlton, the Arestook, and other branches of the St. John, the eastern branches of the Penobscot and Fish Rivers, and which is divided as follows:—

6,000	Barrels of Flour, 200 lbs. each, at	$2,27,	$13,620
5,000	" Pork, 300 lbs. each, at (including Salt, &c.)	3,00,	15,000
10,000	" Indian Corn Meal,	" 2,27,	22,700
7,000	" Fish, &c.	" 3,00,	21,000
8,000	" Salt,	" 3,00,	24,000
8,500	" West India Goods,	" 3,00,	25,500
4,000	" Tea, Soap, Candles,	" 2,00,	8,000
60,000	" Crockeryware, Machinery, Domestic Goods, Liquors, &c.	" 2,27,	136,200
108,500			$266,020
	The traffic of Goods that now pass up the Kennebec River to Moosehead Lake, and the eastern branches of that River, is estimated as equal to 1-4th of the traffic on the Penobscot River, say 27,125 brls. at	2,27,	66,200
			$332,220

The quantity of goods hauled direct from Bangor to the localities above named, is estimated at 50,000 barrels,—this is not included, however, in the above statement; neither is the traffic between Calais and Houlton included.

It is also calculated by the same parties that there are settlements on the American side of the lines scattered over 5000 square miles, who at present transport their goods by land from 100 to 140 miles, who would import them via St. Andrew's and Woodstock, as under the laws in force at present in this Province, American goods can be sent up to such parts of the State of Maine under Bond and free of duty. This practice has been in operation during the past year at this port, the Americans on the upper territory having received their supplies from the States in this manner. A return having been made at this port, certified by the Provincial Treasurer, shewing the quantities of goods that have been sent up under Bond, during 1849, to Woodstock and places above, which no doubt would have been sent up by Railway, from which return it appears that there were 2521 barrels Wheat Flour, 978 barrels Pork, 12,013 gallons Molasses, 7 976 lbs. Tea, 8 c. 9q. 9lbs. Sugar, 11,982 lbs. Tobacco, 160 bushels Indian Corn, 300 bushels Salt, 2,210 gallons Brandy, 1,298 gallons Geneva, 65 gallons Wine, 20 gallons Rum, 114 cwt. Coffee, and a quantity of various other kinds of American goods, estimated at 500 brls and 145 cwts. Of course, in addition to this there are large quantities of Dry Goods and other merchandize sent up to the same places from this port not included in the above return. An account has also been made out, certified by the Controller at this port, shewing the quantity of Clapboards and Shingles exported from here during the last year, the manufacture of those parts of the State of Maine, which is as follows:

Clapboards, 2,005,000 pieces,
Shingles, 4,115,000 pieces.

It is confidently expected by the parties interested that the carriage of these last articles would also form a part of the revenue of the Railway in bringing them to the seaboard.

With these statements we leave the subject at present, in order that our readers may arrive at their conclusions in the matter.

We may also mention, that we learn from good authority, that the undertaking is rapidly making progress, having at present one hundred men and six engineers employed on the line.—*Ib.*

RAILWAY AND BANKING.—Notice has been given through the Royal Gazette, that an application will be made to the Legislature of this Province, at its next meeting, for an Act for the construction of "The Canada, New-Brunswick, and Nova-Scotia Railway," through New-Brunswick, from the Province line of Canada, or supposed Province line, to the Province Line of Nova-Scotia; also for Banking privileges on the Capital expended within the Province, for efficiently carrying out this national undertaking with the least delay, and for other required regulations.—*Ib.*

FREDERICTON.—Agreeably to public notice the Provincial Society for the "Encouragement of Agriculture, Home Manufacture, and Commerce," was organized on Monday evening, a Public Meeting being held in the County Court House for that purpose. Were unable to be present, but we have learned that Capt. Chesnut was called to the chair, and that John A. Beckwith Esq. was appointed Secretary.

D. S. Kerr, Esq., opened the proceedings of the Meeting by explaining in an appropriate speech, what had already been done by the Committee and the future prospects and intentions of the Society. He also announced, that His Excellency the Lieut-Governor had kindly accepted the Office of Patron of the Society, and read His Excellency's letter to that effect. Another meeting will, we believe shortly be held, at which it is hoped his Excellency will be present; as the constitution of the Society has been made totally free from any thing savouring of party views in reference to Free Trade or Protection.—*Fredericton Reporter.*

PRINCE EDWARD ISLAND.

DISSOLUTION OF THE ASSEMBLY.—The Proclamation announcing the dissolution of the House of Assembly, which appeared in last week's *Gazette*, took us no less by surprise, than it must have done our readers. We were wholly at a loss to hazard a conjecture as to the cause of this sudden and unexpected exercise of the prerogative at a season of the year so close upon the usual period of the meeting of the Legislature. We had, however, sufficient reliance on the discretion and foresight of His Excellency, to feel satisfied, that he had fully weighed the motives which induced him to dissolve the late House of Assembly at this particular period; and from facts which have since come to our knowledge we are led to conclude, that the course taken by His Excellency was, under present circumstances, best calculated to serve the true interests of the Island. Our readers are aware, that about this time last year a Despatch was received from Earl Grey, requiring the Island to provide for the future payment of its Civil Establishment, and that during the Session which immediately followed an Act was passed providing for the payment of the Civil List, on a reduced scale, for one year, and that this Act was accompanied by an Address to the Queen from the House of Assembly, undertaking to grant a permanent Civil List, subject to two conditions: First, that the Crown should forego all future claim to Quit Rents, permanent Impost Duties, and Crown Lands: and secondly, that the principle of Responsible Government should be so far acknowledged, as to render it incumbent on the Lieutenant Governor to admit four Members of the House of Assembly into the Executive Council. It is also publicly known that the late House of Assembly was collectively and individually pledged not to grant a permanent Civil List unless the measure of Responsible Government, whether in a modified shape or otherwise, should be conceded, both the majority and the minority uniting in its principle, differing only in degree.

We do not pretend to quote from direct official authority, but we are in possession of that information which enables us to state with sufficient certainty, that instructions have been recently received from Her Majesty's Government to concede to the Colonial Legislature all future control over the Quit Rents, permanent Impost Duties, and Crown Lands, so soon as an adequate and and permanent provision be made for the payment of the Civil Establishment of the Colony; and no bad bargain for us either, if it be true as stated, that for an annual outlay of £1240 the control of the Crown over a Revenue approaching to £4000 be relinquished to the Colony. To the second proposition of the House of Assembly, we have reason to believe, that her Majesty's Government has refused its sanction, declining to make the necessary provision for the Civil List contingent in any manner upon the concession of the principle of Responsible Government, or rather refusing to blend two questions which have no necessary connection with each other; the one being Financial the other political, and each requiring to be, dealt with separately and upon its own merits. Under these circumstances, as the opinion of the late House of Assembly has been so openly and unequivocally expressed, no hope could be entertained by the head of the Government of a satisfactory settlement of the Civil List, by bringing the question upon its own merits again before them; and therefore to prevent, if possible, the agitation of the question being continued for another year, the only alternative which remained was to appeal to the constituences, when, by an infusion of new Members, and other circumstances, another House of Assembly may be induced to approach the subject more calmly and dispassionately, and their deliberations may thus produce results favorable to the future interests of the Island, a consummation devoutly to be wished by all who possess a stake in its welfare or cherish a hope for its growing prosperity.

We understand that the dissolution was delayed a week in consequence of the first December Mail having been left by accident at Cape Tormentine by the Carriers.

We should not have thought it necessary, at this time at least, to notice an absurd rumour which has got abroad, that His Excellency is favorable to annexation to Nova Scotia, but as an anonymous writer in the last week's *Islander* has alluded to the subject, we deem it due to His Excellency to state, from our own knowledge, that he entertains no such feeling; on the contrary the late decided step taken by him is sufficient evidence of his desire to preserve inviolate the present Constitution of the Island, and it is only by an unfortunate collision with the Imperial Government that an emergency can be hastened so much to be deprecated by all who value the independence and consequent welfare of the Island.—*Royal Gazette.*

CANADA.

HALIFAX AND QUEBEC ELECTRIC TELEGRAPH.—At a meeting of the British North American Electric Telegraph Association; held at Quebec on the 19th inst., the following report was read:—

The Directors now about to resign their trust, beg to state, for the information of the Stockholders, that immediately on entering office, they, in compliance with the Resolution passed at the annual meeting, viz.—"That the capital stock of the Association "be increased to £12,000 sy., in order that "the Telegraph Line between Quebec and "Halifax be speedily completed," and requiring £7,500 new stock for that purpose, used every exertion to effect that object, and having succeeded in raising £1,700 in Quebec, they sent their Secretary, Mr. Gisborne, to the Lower Provinces, to endeavour to raise the remainder; and having succeeded in procuring stock to the amount of £5,800 at Halifax, application was then made to the Provincial Government for aid to assist in carrying it out, which was readily complied with by a grant of £500, to be paid as soon as the Telegraph was completed to the Province Line. The new stock having thus been raised, the Directors were very sanguine in being able to complete the line and have it in working order in a short time; but unfortunately, on the eve of the House of Assembly of New Brunswick being prorogued, an American Company offered to run a Telegraph Line through that Province to Halifax, via St John, provided a Bill was passed incorporating their Company for that purpose, which was (at once) granted. This unfortunately put a stop to our proceedings; the Halifax Stockholders withholding their Stock in consequence of this new line being adopted, and the New Brunswick Bill not being satisfactory to them. The Directors have now no hope of assistance from them.

From these unforeseen difficulties, it is now necessary, in consequence of parties suing for debts due, that the Company should either abandon this undertaking and sell the materials, or raise additional stock to carry the line through to the Province Line on the St. John's route, being of opinion that the New Brunswick Company would (for their own interest) meet us at the Province Line, particularly as there is no doubt their Government would grant them aid for that purpose, and as this alteration of the line can be effected with little expense, having about 60 miles of wire on the Metis route, which can be used for that purpose, and the £500 grant from the Government to assist, it is to be hoped that measures will be still taken to complete this important commercial undertaking.

EDWARD BOXER,
Chairman *pro tem.*

UNITED STATES.

LATE FROM CALIFORNIA.—The Steamship Cherokee, Capt. Forbes, arrived at New York on Sunday morning, from Chagres, January 2, by way of Kingston Jamaica, which place she left on the 6th. She brings the Pacific mails from San Francisco to the 1st December, which arrived at Panama, by the Unicorn, on the 28th December.

The quantity of Gold Dust brought by the Cherokee is very large.

The Unicorn, by which the passengers reached Panama, had invoiced to that place, $1,100,000.

An independent mail has been organized for the various districts of California.

The Pacific News records a sale of 188 lots, about a half a mile from the city, which brought $105,965.

The session of the California Legislature was to commence on the 15th of December. Its principal business would probably be to put the machinery of Government in motion. The United States Senators were to be chosen within four days after the meeting. State taxes were also to be provided. The Legislature was to consist of 16 Senators and 34 members of Assembly. The vote at the late election was estimated at about 15,000—mostly given in the towns. The *News* thinks that if the political organization had been through it would have reached 50,000.

The British barque *Colonsay*, Livingston, from Oregon via Vancouver's Island, has