SOCIETY. Assembly 10th Victor Meeting, held at the Institute, Saint John

THE STANDARD.

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1849.

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Vol. 16

tice to the contrary, are constant.

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so \$9.90.153.76. leaving in possession of the corporation a balance of construction funds amounting to \$109.787.62. The balance of interest paid by the corporation the past year is \$266,380.77. The first dividend was declared upon lerry thousand shares, the second upon firty one thousand and five hundred and the East Coast of the isle of May. Cape Verd and the East Coast of the isle of May. Cape Verd Island, January 25, and five a second of the s

if possible, faster than before—and how, to the astoneshment and amid the seclumations of thom-sands of spectators, he at last came in a winter!

Now, if at this moment of his victory, while with dost and perspiration on his brow—his extlausted arms dangling just above the panting flanks of his horse, which his friends at each side of the broile were slowly bealing in triumpt—a decrepti old woman had hobbled forward, and in the name of science had told the assembled multitude, that before she became a skeleton, she and her husband would undertake instead of 300 m les in ten hours to go 500—that is to say, that for every mile the Squire had just idden, she and her old roan would go two nules and a half—that she would moreover knit all the way, and that he could take his medicine every hour and read to her just as if they were at home; lastly, that they would undertake to p rform their feat either in darkness or in davlight. In sanishine of in storm, "in thender, lightning of rain, —who, we ask, would have listened—to the poor manae! and heavy ligagge now actays fly across lacecasers shire faster and farther than Mr. Oshaldestone could go, not withstanding his condition and that is shopping, turned roand, stared at it, and at last a sorted aloud. But the time days' wonder soon came to an end. As the train now first though our verdant fields, the caute graging on each side do not even raise their heads to look at it; the time sheep fears it no more than the wind; indeed, the pre-part idge running with her brood along the embankment of a deep cutting, does not now given cronch as it passes close to her. It is the same with mankmed. On actering a railway station we merely matter to a clerk to a box where we want to go—say thow much? see him horizontally polic a caid into a little machine that pince from the were road alond buttle machine that pince and connecticut, two of the finest would have a deal to be a without anything, and with his along her children lying around her valued to be commenced between New-Hasen a

During the last three years, there have teported, by different corporations, 109 fatal. These reads are thoroughly built, generally where she subsequently was discovered to be accidents, viz: 24 passengers, 32 employees, with two of more tracks.

The reports, in this particular, are believed to be complete, some cost the average of the Enclish lines, except of the companies failing to return the number region of the companies failing to return the number region of the companies failing to return the number region of the companies failing to return the number region of the companies failing to return the number region of the companies failing to return the number region of the companies failing to return the number region of the companies failing to return the number region of the companies failing to return the number region of the companies failing to return the number region of the companies failing to return the number region of the companies failing to return the number region of the companies failing to return the number region of the region of the companies failing to return the number region of the region of the companies failing to return the number region of the region of the region of the companies failing to return the number region of the rea

of Massachuseits. We subjoin some additions is less than they per cent of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate control of the Joint Standing committee on Railtays and Cana's in the Senate
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on in addition to which, there has been provided for its construction, and received by the corresponding to the co

upon fity one thousand and five hundred and were each four per cents. Of the surplus of \$19.330 41. \$15.83 33 and must be paid in the general sinking found, which will leave the run of \$1.497 07 to be added to surplus weeked became a total loss; sails and rigging fund of former years.

In conclusion, as not inappropriate to the subject at \$10.000, most which would be saved in a of railroads in the country, we subjoin the follows the resulting to relation to railroads in Final and the saved in a state.

In conclusion, as not inappropriate to the subject of railroads in this country, we subjoin the following temarks in relation to grainoads in England from the last London Quarterly Review:

'A good many years ago, one of the toughest and hardest fiders that ever crossed Leicestershire, undertised to perform a feat, which, just for the moment, attracted the general attention not only of the country, but of the sporting world. His ber yas that if he might choose his own turf, and if he might select as many thorough bred horses as he liked, he would endertake to ride 200 miles, in ten hours!

'The newspapers of the day described exactly how the Squire was dressed—what he had been hiving on—how he looked—how, at the word tway,' he started, thke an arrow from a how—how gailantly Iranby, his favorite racer stretched himself in his gallop—now of ariving at his second horse he vaulted from one sadle to another—how he then flew over the surface of the earth, if possible, faster than before—and how, to the astonishment and amid the acclumations of thomando of spectators, he at last came in a winther!

'Kow, if at this moment of his victory, while on the 287th December last, and had placed in his care, by the business; and had placed in his care, by the business; and had placed in his care, by the started in the surface of the earth, if possible, faster than before—and how, to the astonishment and amid the acclumations of thomando of spectators, he at last came in a winther?

same with mankind. On entering a railway station we morely matter to a clerk in a box where we want to go—say thow much! see him horizontally polk: a card into a little machine that pinches, it—take our place—read our newspaper, and on reaching our terminus, dive away perfectly care. The content will leave at 4 P. M., and return reaching our terminus, dive away perfectly care. The other will leave at 4 P. M., and return reaching our terminus, dive away perfectly care. less of all or of any one of the inumerable arrangeinents necessary for the a-tonishing luxury we have
the passage in four hours without straining.

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17 14 19 20 21 22 The average 24 25 26 27 28 29 miles per hour.

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of accidents. Seventeen Million passon sylvania.

The traffic on the frights roads in '48 amounted to £10,002,000, or more than \$47.

We (Boston Transcript) are indebted to .000,000.

The net returns were about 424-100 per nished a similar abstract, for the above composing of the railroad statistics of Massachuseuts. We subjoin some addition.

The expense of working the Baglish roads in the four parts of the passengers and the confusion that prevailed, most of them left is less than fifty per cent of the gross earn in the Joint Standing committee on Rail-fray and Canal's in the Senate.

4 5 6 7 8 9 Nors. The above table is compiled from During the past year, about 300 miles of 11 12 13 14 15 16 the several Bailroad Reports to the Legisla- raitread have been put in operation on the 18 19 20 21 22 23 tires of 1847, '48; and '49. The Receips, various bees leading to Boston, many of 25 26 27 28 29 30 Expenses &c., of the Western, for 1846, are which are far from being completed