OPENING OF THE LEGISLATURE AT KINGSTON, JAMAICA.

The following is the speech of His Excellency Sir Henry Barkly at the opening of the Legilature Jamaica, on the 10th of October. Sir Henry arrived out from England on the 4th:—

"*Gentlemen of the Council,*

"*Mr. Speaker, and Gentlemen of the Assembly.*

"I have called you together for a new Session at the earliest opportunity after my arrival, earnestly hoping that the communications which I am authorized by Her Majesty's Government to lay before you, may lead to the immediate termination of those lamentable disensions which have for nearly six months past deprived the Island of the fostering care of a Legislature, disorganized its public and parochial Institutions, and materially aggrevated its financial embarasments by suspending the collection of the ordinary Revenues.

"It is far from my intention to advert in detail to the origin of the long pending disputes which have brought things to so unhappy a pass, still less to pronounce any opinion in the necessarily imperfect state of my knowledge, upon the comparative merits of the position taken up on either side.

"I can perfectly sympathise, on the one hand, with natural anxiety of the representatives of a suffering community to reduce the cost of Establishments generally, into nearer proportion with its diminished wealth. I can on the other, appreciate the reluctance of those whose constitutional function it is to interpose a check upon popular impulse, to concur in arrangements, which appeared to them uncalled for by the extent of the actual emergency, and at variance with those principles of good Faith to which the State is bound to adhere as rigidly in dealing with its servant, as man towards man in transactions of private life.

"But there is not so far as I can judge, any thing irreconcilable in these conflicting views, and I confidently trust that with aid of a loan, not exceeding Fifty Thousand Pounds, which the Mother Country is ready to offer for the purpose you will be able in friendly concert to devise measures, which, without pressing with greater severity than the circumstances of the time demand, upon those whose offices it may in a general revision be determined either to abolish altogether or to reduce in value, will nevertheless ensure a larger immediate diminution of taxation, than the most sanguine economist could heretofore reckon on.

"It is my gratifying duty however to announce to you, that I am empowered to hold out prospect of far more extended relief to the productive industry of Jamacia, than could arise from any possible reduction of official salaries,---in the shape of a guarantee by the Imperial Parliament of the entire Island Debt not already so secured. The benefits of such a guarantee would not be confided to do mere temporary alleviation of the enormous annual burden which that debt entails, since the reduction of the charge for interest would be so large, as to enable you, out of a portion of the saving, to provide for the gradual liquidation of the principal at no very remote period. Nor could her Majesty's ministers, I am confident, hesitate to propose to Parliament, provided only the mode of regulating the revenue and expenditure of Jamacia be assimilated to that which has so long maintained the financial credit of Great Britain at the highest pitch, to advance further loans to an extent sufficient for the introduction of a continuous stream of immigrants, to supply the void in the labor market creatd by the sad ravages of cholera and small-pox and to aid in developing the vast natural resources of this beautiful island more rapidly and effectually than its present limited population permits.

"The details of pecuniary operations of such magnitude will, of course, require deliberate consideration, and I shall be ready at the proper time to enunciate to you what further information I possess of the views of government as to the securities required.

"Meanwhile, I may briefly state the generous proposals to which I have alluded, sanctioned as they have been, with surprising unanimity by the leading Statesmen in both Houses of Parliament are founded upon no design of fettering, in the slightest degree, that legislative independence, which for nearly two centuries the people of Jamaica have so proudly cherished---are coupled with no conditions derogatory to the first representative constitution that ever existed—but emmanate solely from the sincere sympathy felt by the British Nation at large for the misfortunes of one of its most ancient and important Colonies.

"It is similar spirit that you are urged by all parties at home, no longer to delay the introduction of such Political Reforms, as the experience of the Mother Country has demonstrated to be most conducive to efficient and economical Government, and best calculated to avert the recurrence of ruinous struggles between the various powers of the State. I well know with how much jealousy suggestions of this sort must naturally be received by the large class who, looking back to the effort which it cost the earlier Colonists to erect the great bulwark of Civil and Religious liberty in this Island, have learnt to regard the peculiar institution which sprung subsequent thereout as the acme of human wisdom.

"Such feelings are worthy of every respect, but I must in all courtesy remind those who entertain them, that no form of Government was ever yet so perfect, as not to require in the lapse of ages, to be modified in accordance with the varying interest and progressive requirements of society. Witness the British Constitution itself—the great model for the Colonial dependancies of the Empire—which has undergone so many successive reformations for those ends, within a comparatively recent period.

"Here on the contrary, a social revolution, unparalleled in extent and completeness in the annals of history, has taken place during the last quarter of a century, and with scarce any deviation from the previous motion of public business. What Jamaica stands pre-eminently in need of at the present stage of her political progress, is a strong executive administration, of upright and intelligent men chosen from among her own citizens, to devote themselves to the exclusive study of her condition, charged with the sole responsibility of all matters of finance, and serving as an acknowledged medium of communication between the Representative of the Crown, the Council, and the House of Assembly.

"In this way the harmonious co-operation of the several branches of the Legislature would be secured in any question of importance, and the theory of representative Government be carried to its only legitimate conclusion. The improvements effected under such a sytem, in a Governor's position, would be that the whole course of his policy would be disclosed to, and freely canvassed by the Colonist,--that there would be as little risk of collision between Sovereign and Parliament—and that the time wasted in discussing bills to which it is wholly out of his power to assent, would be saved and in many cases the irritating use of the veto avoided.

"The bearing of the proposed change upon the relations between the Councill and Assembly would be no less advantageous, especially as there could no longer be the slightest objection on the part of the Crown, to render the former in every respect, as it has long virtually been in practice, or to add to it a larger number of Landed Proprietors so as to identify it as closely as possible with the views of those permanently interested in the Colony. But the most beneficial result of all would be the opportunities afforded for the gradual introduction of well considered and wholesome reforms into every Department of the Public Service, and for Legislation of a more comprehensive and vigorous character than any individual member can be expected to originate and carry by his unassisted and unremunerated exertions.

"I have dwelt perhaps, longer than I need have done, on the first simple step towards the cause of the political disorders to which Jamaica is so peculiarly subject, especially as I may have to address you again by message, in reference to the particulars of the plan. That plan may not prove a panacea for all the ills that afflict the Colony, but at any rate it is no untried theory of Government—no new fangled experiment in constitution-making that is proposed as the basis of guarantee to be given by the Mother Country for your debt, but a consistent following out of the principles of the British Constitution, through the introduction of provisions which can alone render the working of the Representative system in any country harmonious and effective.

"*Mr. Speaker and Gentlemen of the Assembly,*

"It only remains that I should request you in Her Majesty's name to grant the supplies requisite to meet the outstanding obligations of the Treasury, and to uphold the public establishments during the ensuing year upon the adequate scale.

"It is unnecessary for me to tell you of the ruinous amount of the claims which from the non-passing of the usual Revenue Acts are daily accumulating against the Island Treasury, or of the misery and distress thereby inflicted on all classes of the community; nor need I remind you of the even greater evils which must result from the expiration of the Rum Duties, and from the Parish Vestries being left without authority to raise funds for the support of the poor, or the repair of the roads.

"I fear, however, that your wisdom may be tasked to the utmost to find the means of restoring the Revenue to its former productiveness, owing to the large stocks of imported goods, which must affect the yielding of the Customs Duties of a long time after their re-imposition whilst the excise on rum can hardly for years be expected to recover.

This is the more to be regretted, because there can be no question of the desirableness of reduction at as early a period as possible, the very heavy rates imposed by the late Taraiffs upon the chief necessaries of life, as well as of abolishing, as you have already had in contemplation, the excessive charges hertofore levied upon the shipping frequenting your ports.

"I earnestly trust that your local knowledge and experience may enable you to discover some method of providing for the expenditure indispensably requisite, without postponing such reductions indefinitely; and I can assure you, for my own part, in perfect sincerity and in truth, that I shall always be disposed to concur in any arrangement consistent with justice and efficiency for lightening the public burdens; that it is my anxious desire to secure the adoption of that systematic and searching economy of which the distressed circumstances of the colony imperatively demand.

"*Gentlemen of the Council,*

"*Mr. Speaker, and Gentlemen of the Assembly.*

"Gloomy as is the actual position of the affairs, I see nothing to justify despondency in the minds of those to whom the future destinies of Jamaica are at this moment entrusted. Much undoubtedly, there is, to afford ground for grave reflection, and to enjoin extreme caution and forbearance on the part of all of us. May He by whom the whole world is governed and preserved, inspire our deliberations with prudence and concord, and bless our humble endeavours to promote civilization and industry, and restore happiness and prosperity to this distracted country."

The Chronicle.

Saint John, N. B., Dec. 2, 1853.

Arrival of the "Atlantic."

The Turks victorious.—Loss of three thousand men by the Russians.—Rumors of another great battle.—Disaffection of the Poles in the Russian Army.—100,000 Turks across the Danube.—Success of the Circassians.

The Steamship *Atlantic* arrived at New York on Tuesday morning, with dates to the 14th inst. She had encountered very bad weather.

The Bank of England has given notice that it will discount the amount of petty stocks due in January, at the rate of three per cent. instead of four as previously notified.

The Bank of Amsterdam has raised the rate of interest half per cent.

Hamburg letters quote very light money market, and discount rates 4 3-4 to 5 per cent.

Nothing really later has occurred to notice in Turkish matters; but we have rumors of a decisive battle being fought near Bucharest, though it is not known who had the victory.

We have, however, the details of the recent affair at Oltenitza, which was a brilliant Turkish victory, and in which 1200 Russians were killed or wounded.

More or less fighting goes on daily.

The Turks have now nearly 100,000 men across the Danube.

The Russian Commander, Gortschakoff, has received orders to act on the offensive.

It is said that the Turks captured eight guns at Oltenitza on the 4th.

The Poles in the Russian service are disaffected. They favoured the passage of the Danube, and gave no alarm when they saw the Turks were crossing.

The Anglo French fleet is in the Sea of Marmora.

Russia lays an embargo on Turkish shipping from the 22d inst. Neutral flags will be respected.

Count's Nesselrode's diplomatic circular is published. It has excited strong remarks from the French and British press.

Turkey will have nothing to do with any amendment of the Vienna note.

Klapka has received a command on the Danube, in the Turkish service.

The Circassians continue their success in Asia.

The Emperor Napoleon expressed himself strongly in favour of active operations to aid the Turks.

The British Government evidently vascillates.

Russia notifies the World that it reserves to itself liberty of action in Eastern affairs.

Austria professes neutrality.

Shanghae was captured by the Chinese insurgents Sept. 7th, (before reported.)

Latest by Submarine Telegraph.—Vienna, (Monday).—On the 6th the Russian commandant moved forward to Oltenitza, to chastise the Turks, with 24,000 men, mostly infantry. On the 11th they met. A pitched battle ensued. The Russians were compelled to retreat the second time, in disorder on Bucharest, having lost in four attacks on Oltenitza 3000 men. This is reliable.

On the 9th, the Turks were driven from the Island opposite Giurgero. Reinforcements afterwards came up, when they retook the island and held it.

The Czar has summarily discharged all English operatives from the Navy-yards.

Markets.—Wheat and Flour at the full previous currency; middling descriptions of Wheat might be quoted 1d. dearer, and choice qualities of Flour 6d. per bbl. dearer.

Manchester.—Business limited; all prices tending downward.

Launch of the Screw Steamship Ottawa.—Yesterday a splendid new screw steamer, called the Ottawa, was launched from Mr. John Laird's shipbuilding yard, at the Dingle. The day being remarkably fine, a large number of spectators were present to witness the event. Some curiosity was excited in consequence of a deviation from the ordinary mode of launching vessels at this port, the plan adopted on this occasion being that in operation at the government dockyards. The mode is to attach weights on each side of the ship near the bows. The weights are placed in a channel or groove, so as upon a given signal they may fall upon the daggers and remove them without the use of the axe or hammer. Strings are attached to weights, which are kept in suspension until everything is ready for the launch, when the strings being cut at a certain point where they connect, the weights fall, and the vessel being freed moves slowly off the stocks. In this instance the application of the principle was most successful, and many gentlemen present, having a practical acquaintance with ship building spoke highly of its superiority over the old method. At a quarter past twelve, all being in readiness for the launch, the noble vessel was liberated, and she glided steadily into her destined element, amidst the enthusiastic cheers of the assembled spectators. The ceremony of naming was performed by the lady of J. Carmichael, Esq., who was present with a numerous party.

The Ottawa is one of the line of steamers being built for the Canada Steam Navigation Company, to trade between Liverpool, Quebec and Montreal, during the summer, and to Portland, (State of Maine) in the winter. This change is necessary in consequence of the navigation of the St. Lawrence being impeded during the winter months by the ice. This fleet of steamers is to carry the mails, under a contract entered into with her Majesty's provincial government of Canada, and also in conjunction with the railway companies in that country. The length of the Ottawa is 240 feet, with proportionate beam; she is 1200 tons by measurement, and 1500 tons burthen. Her engines will be of 300 horse power, and are in construction at the foundry of Messrs. Fawcett, Preston & Co., of this town. She is a beautiful model, and is expected to be one of the fastest vessels that have yet crossed the Atlantic. Messrs. McKean, McLarty, and Lamont, are the parties in Liverpool connected with the Canadian Steam Navigation Company. Mr. Laird is now building for the same company three other large screw steamers, each upwards of 2000 tons, and large power, to be named (after the Canadian lakes) the Ontario, Erie, and Huron. The first of these will be launched in the course of a few months, and when the whole are completed, they will form one of the most magnificent fleet of screw steamers yet projected. The Ottawa will have accommodation for first and second cabin passengers, in addition to which there are third class cabins—a new feature in vessels of this class—which will no doubt be appreciated by emigrants. With ample accomodation for passengers, the Ottawa will combine large carrying capacity.—*Liverpool Mercury, Nov. 4.*

TREATMENT OF CHOLERA IN EGYPT.

Mr. E. W. Lane, the well-known Eastern traveller and Orientalist, has communicated the following method of treating Asiatic cholera to Mr. R. Stuart Poole, registrar of the British Museum, with a request to make it public:—

"While residing in Cairo, in 1848, when cholera was raging there, I was informed that an Englishman in a small neighbouring village had effected a speedy and perfect cure in every case of that disease which he had an opportunity of treating. The number of cases was sixty-two, and many of them were very malignant; and I subsequently learnt that his mode of treatment had been practised with equal success in Spain, Constantinople, and India, and was never followed by typhus or typhoid fever, which proved fatal in many cases when the cholera had been subdued by other means. Upon applying to him, I received the following directions which I practised in a few cases which afterward occurred in my house and elsewhere, and with invariable success:—

"If the patient have not vomited the poisonous matter, which is a characterisic of the disease, and which resembles rice water, give a teaspoonful of powdered mustard in a tumbler of cold water, as an emetic. After vomiting (whether produced by the disease or by the above means), within a few minutes give a wine-glass of brandy with ten grains of powdered capsicum (Cayenne pepper) stirred up in it. This generally produces almost immedate relief, and within an hour, rest, perspiration, and sleep. In a few cases it was found necessary to give a half-dose of the brandy and capsicum after half an hour or more. A second half dose was never required, but should it be required it may be given. No other fluid should be drunk before recovery.

"To accelerate convalescence, it has been suggested that fifteen drops of the mixture of the spirit of ammonia and sulphuric ether, in equal parts, may be advantageously given three or four times during the following day.

"The above quantity of brandy capiscum is for an adult patient suffering a severe attack; in other cases two thirds or half of that quantity may suffice, as I have proved by experience."

Fearful Case of Mutiny.—Murder and Suicide on the High Seas.—The details were received at Lloyd's of a most dreadful tragedy which took place on board the barque Countess of Winton, of Liverpool, while on her homeward voyage from Shanghae. On the 17th of May, when the ship was near the Indian coast, the late captain, Mr. James Crangie, ordered all hands on deck. The chief mate, Wm. M'Fillen, did not seem inclined to perform his duty, and the master sent two men to look after him. He was found in the storeroom under the cabin, and the captain despatched the second mate to bring him up for disobeying orders. M'Fillen was met approaching the cabin, and the unfortunate master ordered the seamen away, in order that he might have some conversation with him privately. A cutlass was lying on the cabin table at the time. Angry words were heard passing between them. Shortly afterwards the second mate heard a noise and some heavy groans; he looked through the skylight, but did not observe anything. However, he entertained a suspicion that something serious had happened. He called the crew, and arming himself with a log of wood, went down to the cabin, where to his horror he saw the lifeless body of the captain stretched upon the floor, and M'Fillen thrusting at him with the cutlass. The carpenter, by a dexterous movement, drove the armed murderer on one side. He made an effort to escape by running up the rigging, the second mate, however, pursued him, and managed to hold him until he was secured and chained down in his cabin. M'Fillen subsequently leaped overboard and was drowned. The deceased master is said to have been often in liquor, and while in that condition treated M'Fillen in a most severe manner. The second mate took command of the ship and brought her safely home; she was freighted with a valuable cargo.

Attempt at Proselytism in the Killarney Workhouse.—We have just heard of an instance of this kind, which is strongly illustrative of the pernicious effect of the workhouse system as regards the interests of Protestantism, which we are anxious to put before our readers. An old and respectable Protestant family, consisting of the sole surviving parent and four children, were some time ago compelled to take refuge in the Killarney workhouse. The Protestant chaplain was surprised, very lately, to find that the eldest child, about fourteen years of age, refused to learn the Protestant catechism, and asked to be taught the Romish one. On being questioned as to the cause of this, the child refused to give any; but, when pressed, she assigned as her reason that if she learned the Protestant catechism she would go to hell, if she learned the Romish one she would go to heaven. It is quite obvious that in this case an improper advantage was taken of the tender age of the child, to excite in her mind prejudices towards the faith of her parent, and favourable toward that of the corrupt system of Rome. And it strongly proves, if anything indeed was wanting to prove it, how utterly unfit the workhouse is for Protestants, especially for the young of that persuasion—*Kerry Post.*

(*From the London Times.—Letter of Correspondent.*)

A contract has just been signed between the Tehuantepec Railroad Company and Messrs. James Sykes and Co., of England, for the construction of a plankroad and a railway across the isthmus of Tehuantepec. The former begins at Suchil, the head of the Coatzacoalcos River, and terminates at Ventosa Bay, on the Pacific, a distance of ninety-six miles, and it is to be completed in November of next year. The railway is to begin at Minatitla, only 20 miles from the mouth of the Coatzacoalcus, and terminates also at Ventosa bay. It is to be completed within four years, and will be 166 miles in length. This information, which may reach you by this steamer through no other channel, will deeply interest British capitalists, and particularly all British subjects who have any relations with Australia. The discovery of gold has transformed the penal islands of Great Britain into some of the most valuable appendages of her empire. Adventurers of fortune are now crowding the same ships abroad in which, but a short time ago, home sentenced criminals were driven into exile. What was once a solitary prison-house of poachers, forgers, and villains on the other side of the earth, has suddenly become the Mecca of bankers and the paradise of the poor. The nearer England can bring her foreign possessions to her, the more valuable will they become. It looks now as though she would soon abandon the old pathway Vasco di Gama opened for her round the Cape of Good Hope, for she has opened a shorter one across the Isthmus of Suez, and another still shorter is now being cut for her towards the occident. A word of explanation. Nobody doubts that we shall soon see steamers cross from the western coasts of the British Islands to Halifax in less than a week. The Grand Trunk Railway from that city to Detroit on Lake Michigan, 1,100 miles, is under contract with Messrs. Jackson, Peto, Brassey, and Betts, of European renown, and the £11,000,000 cash capital under British management insure the vigorous prosecution and early completion of this stupendous work. This road connects the north and the south shores of the River St. Lawrence, at Montreal, by a tubular bridge upwards of two miles in length, which is under the superintendence of Mr. Robert Stephenson, who has done so much to enrich and consolidate the British Empire. From Detroit, the terminus of the Grand Trunk Railway through Canada, the great railroad to the Gulf of Mexico will be shortly completed, much of it being already made. It will, therefore, be but a short time before the English traveler will find himself on the Pacific side of the Tehuantepec Isthmus, steering towards Australia, in 12 days from England, having traversed the Atlantic, the British American Provinces, the heart of the American continent through the Mississippi Valley, the Gulf of Mexico, and the Tehuantepec Isthmus, where he looks on the Pacific Ocean, and has passed the last obstacle which separated him from a vast and golden hemisphere which his country owns on the other side of the globe. This sounds like fiction, and seems like a Utopian dream; but within five years it has grown as familiar to us as the nursery tales of good King Alfred, and not half so romantic. We can hardly help thinking how much more the engineers of England are doing to inflame the loyalty of the Canadas than has been done by all her Durhams and Sir Francis Heads. Carlyle's "Cotton King" must abdicate for the monarch "Iron." The colonial policy of a British minister is all very well, but one man like Stephenson will do more for a Province than all Downing Street. The engineers of England are binding her distant dependencies to the home empire by "hooks of steel," and blending the fragments of her earth circling dominion into a unit of harmonious, enduring, irresistible power. I shall shortly unfold this whole subject with a brief but complete history of the Tehuantepec route, and of this new company, with all its chartered rights and privileges. It concerns British subjects, because this line from the British Islands to Australia is the shortest and most direct route that can be found for a long time to come, and perhaps ever. It is opened for nine-tenths of the way by British capital, and will be controlled by British influence. It is deeply interesting also to Americans, because the channel will prove just as useful to us for all our intercourse with California—our El Dorado. It multiplies the bonds and pledges of perpetual peace between our two nations; it gives a hope for prolonging and perhaps reconstructing the dissolving nationality of Mexico and the independence of the five central American States; and withal, it promises to give us and the world, at an early period, all the solid advantages we are looking for in the construction of the great railway from the Mississippi Valley to the Pacific Ocean. It is confidently alleged by the most experienced English and American engineers that the transit from England by the inland railway route from Halifax to the Gulf of Mexico, and thence by steam to the Isthmus, and across it by railroad, can never be exceeded or even equalled by any other route, owing to the conformation of seas and continents.

Paris Correspondence of the New-York Daily Times.

The directors of the lottery for the restoration of the Church of Notre Dame de Perthes, announce that the time of the Drawing is nigh; that a good many lucky numbers are believed to be still unsold; and that people desirous of contributing to a worthy object would do well to apply at once, as only a few tickets are left. Still further to stimulate subscription and encourage investment in this highly laudable concern, the following spiritual advantages are offered to such as apply promptly. Each person taking a ticket at one franc, will have, after his death, a mass said for the repose of his soul, once a year forever (*a perpetuite.*) Five tickets secure for the holder twelve masses a year; ten secure twenty-four—and so on. (Liberal discount offered to clubs.) Let me deduce a few conclusions from these premises. The priests bind themselves to say masses for the final beatitude of those who may contribute to the repairs of their Church Now, if twenty-four masses a year (the product of ten tickets and the income of ten francs) may hasten a man's redemption from purgatory, it is evident that the paltry sum of one franc, yield one ticket and one mass, would have but a very sorry effect upon the condition of any soul in limbo. Therefore, the poorer you are, and the less money you have to spend upon luxurious priests and in foolish lotteries, the longer you are likely to stay in the limbo aforesaid. The Catholics have very often given us premises leading to the same conclusions, but I have never seen anything quite so direct or unblushing as this. They offer, in so many words, to save the speculator's soul; and the more he give, the more they'll save by it. Besides this opportunity of effecting one's salvation, the ticket holder has the chance of winning sundry mundane gratifications, not to be despised even by a man whose principle object is the attainment of eternal bliss. Thus, he may draw a pin-cushion or a portrait of the Empress, and the satisfaction at having secured his final repose, may be added to that which he will experience at drawing a box of steel pens. Those who draw nothing, still remember with pleasure, that once a year (if the priests fulfil their engagements) their redemption from bondage will form the theme of the prayers of the holy fathers at Notre Dame de Perthes. That is, if the subscriptions and purchase of tickets yield a handsome sum, and enable the unctuous gentry to stock the cellar and replenish the larder as becomes so famous a religious establishment. Let no one suppose that prayer will be offered for his soul, if the booty has been but small, and the roof still leaks; if the dormitories are still unfit places to receive company in, and if the shelves and the cupboards yet bear witness to the poverty of the Church, and to the thin wines and scanty fare of those who get their living by it.

On looking back at the offer made in the advertisements of the lotteries, I find that the masses are promised forever; it is evident; therefore that the priests themselves do not suppose that they do any good; for as they are to be said next century, and the century after it is not clear that the deceased has profited by them at all! Will some good Catholic just explain, if he can, the various inconsistencies and incongruities contained in this lottery announcement? If he can convince me that it is a proper, a decent, and a sensible thing, thus to bring ridicule upon Christianity, I will agree to turn Catholic to-morrow. The lottery, let me say, is authorized by the Government (July 17, 1851;) and the announcement in question is hung in the window of the Central Lottery-office, No. 12 Place de la Bourse, signed by the Mayor of Perthes.

Newspapers and Advertisements.—Mr. William's late return to the House of Commons, it appears that in 1851 the stamp duty on newspapers and advertisements amounted to £362,224; in 1852 (year ended the 5th of January), to 594,152.

The Duty on Sugar and Molasses.—On Saturday a return to the House of Commons was printed, showing that in the year ended the 5th July last the aggregate receipt of duty on sugar and molasses received in the United Kingdom was £4,681,270.

The late General Sir Charles Napier's property has been estimated for stamp duty at £200,000.

Lord Cardigan's Screw Yacht Steamer.—We hear that his lordship intend to build a screw yacht for the Kingstown sailing next year. The cost is to be £10,000.—*United Service Gazette.*

Manchester Wit.—The Chancellor of the Exchequer told the Manchester people that he was decidedly for getting the duty off the wine. "Begin," growled a voice in the crowd, "by not forgetting your duty to the Porte."—*Press.*

New Clothing for the Army.—It is arranged that no change shall be made in the uniform of the army for the year commencing 1st of April next.—*Naval and Military Gazette.*

Death of Lady Vernon.—This noble lady expired at the residence of the noble lord, in Carlton Gardens in the prime of life, on Friday last. She was Caroline Elizabeth, eldest daughter of Cuthbert Ellison, Esq., of Hepburn Hall, near New castle, and was united on the 30th of Oct., 1824, to the present George John Warren Baron Vernon, by whom she has left issue.

The Chancellor of the Exchequer and the Silk duty.—The duty on silk last year amounted to 222,936. This was one of the duties brought before the Chancellor of the Exchequer at Manchester.

The Spirit Duties.—It is shown by a recently printed Parliamentary paper, that in the year ended the 5th January last, the duty on spirits was as follows.—On foreign, £1,477,306; and on British, £6,226,736. On rum, £1,103,551.

Agricultural Productions of California.—Every successive newspaper from California seems to tell a little bigger story in regard to the vegetable productions of that State, than the last. A turnip three feet and five inches in circumference is said to have been raised on the ranch of Mr. James Clark, Ione Valley.

Mr. A. Campbell, residing on the Santiam river, Oregon, has exhibited to the editors of the *Portland Commercial* a bunch of green "side" oats, eight feet in height—being a specimen of the product of a second volunteer crop from the original seed. One of the heads was seven and a half inches in length, and contained 310 grains—weighing two ounces. At the Agricultural Fair recently held in Sacramento, there was on exhibition a cluster of grapes which weighed twelve pounds; also potatoes four pounds in weight; an onione two feet in circumference; a beet weighing 51 pounds; and egg plants two feet in diameter.

KING'S COUNTY CENTRAL AGRICULTURAL SOCIETY.

The following is a list of the successful competitors at the Annual Exhibition, held at Hampton Ferry on the 19th October last:

Best thorough-bred Ayrshire Bull Calf—R. S. Matthew.

Best two-year-old Bull—M. Fowler; second do, R. S. Matthew.

Best yearling Bull—Baxter Smith.

Best Bull Calf—Henry Fowler; second do., M. Fowler; third do., E. Smith, Esq.

Best Cow—R. S. Matthew; second do., M. Fowler; third do., E. Smith, Esq.

Best two-year-old Heifer—H. Fowler; second and third do., C. Sherwood.

Best yearling Heifer—R. S. Matthew; second and third do., the same.

Best Heifer Calf—M. Fowler; second and third do., R. S. Matthew.

Best Ram—R. S. Matthew; second do., E. Smith, Esq.

Best Ram Lamb—R. S. Matthew; second and third do., the same.

Best Ewe—M. Fowler; second do., H. Fowler; third do., R. S. Matthew.

Best Ewe Lamb—Isaac Raymond; second and third do., R. S. Matthew.

Best Boar Pig—E. Smith, Esq.

Best Brood Sow—J. McVey.

Best Sow Pig—A. B. Smith: second do., the same; third do., E. Smith, Esq.

Best three-year-old Colt—R. S. Matthew; second do., J. McVey; third do., A. Floyd.

Best two-year-old Colt—John Raymond; second do., C. Sherwood; third do., J. Hayes.

Best yearling Colt—D. Smith.

Best table Apples—Capt. A. Otty, R.N.; second do., E. Smith, Esq.; third do., E. S. Wetmore, Esq.

Best six Squashes—R. S. Matthew; second do., Charles Smith.

Best six Pumpkins—John Raymond; second do, David Smith; third do., Isaac Raymond.

Best six Cabbages—J. McVey; second do., Capt. Otty; third do., Wm. McVey.

Best short horn Carrots—Capt. Otty; second do. Isaac Raymond; third do., James Fairweather.

Best White Carrots—R. S. Matthew; second do. David Smith; third do., Isaac Raymond.

Best Blood Beets—J. McVey; second do., James Fairweather; third do., R. S. Matthew.

Best common red Beets—David Smith; second do., James Fairweather; third do., Isaac Raymond.

Best Mangold Wurtzel—M. Fowler; second do., R. S. Matthew; third do., M. Fowler.

Best Parsnips—Silas Raymond; second do., James Fairweather; third do., Isaac Raymond.

Best Onions—Henry Wetmore; second do., Dr. Earle; third do., E. S. Wetmore.

Best Butter—J. McVey; second do. Charles Smith; third do., John Raymond.

Best Cheese—David Smith; second do., the same; third do., E. S. Wetmore.

Best Carpet—Silas Raymond; second do., John Raymond; third do., Isaac Raymond.

Best Blankets—E. Smith, Esq.; second do., the same; third do., Isaac Raymond.

Best Counterpane—M. Fowler.

Best Flannel—C. Smith; second do., M. Fowler.

Best Fulled Cloth—C. Sherwood; second do., M. Fowler; third do., the same.

Best Kersey—Charles Dixon; second do., E. Smith, Esq.; third do., M. Fowler.

Best Pattern for Women's Dress—E Smith, Esq.; second do., C. Smith.

Best Shawl—Silas Raymond; second do., David Smith.

Best Fanning Mill—Isaac Raymond.

Best Cultivator—Isaac Raymond.

This Society has much pleasure in announcing that they have, in combination with the Sussex and Studholm Agricultural Society, succeeded in importing from the United States a Morgan horse of very superior points and character. Having received information of a great National Horse Fair or Exhibition, to be held at Springfield, Mass., on the 19th October last, this Society delegated Dr. Earle, of Hampton, and the Sussex and Studholm Society delegated H. M'Monagle, Esq., to attend that Fair and endeavour to purchase a horse, in conformity with instructions given them by the two Societies. Fortunately, the large gathering of all the celebrated horses in the Northern and Eastern States, enabled these gentlemen to effect their object with little comparative trouble, as they were thereby enabled to compare the different excellencies and defects of a very large number of superior horses with each other. Having come to a conclusion in their selection, a horse called the "Deerfield Morgan" was purchased from Frederick A. Wier, of Walpole, Mass., a celebrated breeder of Morgan horses, for the sum of $1100; and as a convincing proof that that sum was not considered excessive, a gentleman, not knowing a sale had been made, offered the sum of $1150 for the same horse, in the presence of his purchasers. The pedigree of Deerfield Morgan is as follows:—He was sired by "Green Mountain Morgan;" he by "Old Gifford Morgan;" he by "Woodbury or Burbank Morgan;" he by the original "Justin Morgan" horse. The sire of the Gifford Morgan's dam was sired by the Justin Morgan horse, as was also his dam and his grandam.

Deerfield Morgan's dam was sired by "Morgan, Cock of the Rock;" he by "Old Sherman Morgan;" he by the "Justin Morgan" horse. The grandam of Cock of the Rock was sired by the above original Justin Morgan. The dam of Cock of the Rock was a "Messenger" mare.

Points, symmetry, &c.—Deerfield Morgan weighs 1150 lbs., and is pronounced by competent judges to combine more excellent points in his conformation than almost any other horse ever imported into this Province; his symmetry is unequalled—graceful, yet possessing all the points where strength is required, and his action and carriage cannot be surpassed.

The reputation of the Morgan horses in the United States, both for endurance and action, is as extended as the country, and we hope the "Deerfield Morgan" will transmit his excellent qualities to his posterity, and raise the character of the future horses of King's County.

GEORGE OTTY,
Sec'y K. C. Central Agricultural Society.

York and Carleton Mining Company.—On Friday last the operations of the York and Carleton Mining Company at the upper Village were suspended for the winter; and we have much pleasure in laying before our readers an outline of the Company's intentions and prospects, as given to us by one of the Directors. It appears that until this last experiment, some difficulty had been experienced in making the exact kind of iron to suit the English market. The iron which had been previously made, had not that uniformity of character which would enable the buyers in Sheffield to determine its real value, one lot proving very good, whilst another was so mixed with Manganese and other metals, that it was almost useless. The Company accordingly determined to put the matter into the hands of Messrs. Saundersons, the most respectable Steel makers in Sheffield, to send over an engineer to test the real value of the minerals, and the actual quality of the iron. In consequence of this arrangement, the Messrs. Saundersons engaged Mr. Smith, then Manager of the Ystalyfera Iron Works in South Wales, to come out. The success of the first attempt was recorded in the Sentinel at the time. Since then the Furnace has been rebuilt and remodeled after the most approved shape of the English furnaces, and after some unavoidable delay last summer in getting the hearth stones and materials, the furnace was blown in on the 3d of September. From that time until its stoppage, upwards of 300 tons of iron has been made of a regular uniform description, and such as is admirably adapted for all sorts of steel and best iron purposes. In his report to the Directors, Mr. Smith states that no difficulty exists in seperating the Manganese, and other metals, and furthermore that the iron can be produced at a price which would enable this Province to be exporters rather than importers of the better descriptions of bar iron.

The operations of the Company are therefore temporarily suspended until arrangements can be made to carry on the works on a more extended plan, and until machinery for making bar iron suitable to the wants of the country can be procured. Mr. Smith is now about starting for England, to make the necessary arrangements for enlarging the works and carrying them on regularly and extensively. Among other improvements contemplated, there is to be a railway to the mines at Jacksontown, and two or three more furnaces are to be built, with machinery to convert the whole of the iron, if necessary, into bars. On Mr. Smith's return in the spring no time will be lost in getting the works into active operation.—*Sentinel.*

☞ We had prepared an article, expressly to expose and contradict the gross falsehoods and absurdities of the Editorial which appeared in the *Freeman* of yesterday, relative to the Crown Land Office and certain sales of Crown Land; but the unexpectedly sudden arrival of the English News compels us reluctantly to postpone the subject until next week. In the meantime we need scarcely assure our readers, who are well aware of the mendacious character of that Paper's political *leaders*, that the Editorial in question is a mere tissue of lies.

Disgraceful Scene.—On Wednesday last, the packet ship *Middleton* arrived from Liverpool, after an unusually long and stormy voyage, bringing 291 passengers, of whom 180 are adult males. The latter are, we believe, principally labourers, engaged for railroad operations; and if so, it was surely the duty of their employers to have had some person here authorised and prepared to receive them on landing, to provide temporary accommodation for them, and to keep them together in comfort and safety till they can be forwarded to their ulterior destination. Nothing of the kind, however, was done; these unfortunate strangers were landed amidst the pelting rain of Wednesday, wholly unprovided with a refuge, and without a friendly hand to direct them to suitable accommodations. The consequence naturally was, that numbers of them sought refuge in the low groggeries near the wharves; and giving way to indulgence, rendered more tempting by the privations of a long and tedious voyage, they soon became victims to the grossest intemperance. Such a scene as we witnessed in Water Street and on the neighboring wharves, on Wednesday, we hope never to behold again. Numbers of these unfortunate creatures were reeling about wildly drunk, drenched with rain, tumbling and rolling in the mud, and altogether presenting the most deplorable spectacle; and had it not been for the strenuous exertions of Captain Scoullar and his policemen, who conveyed dozens of the poor victims to the Watch-house for protection, many of them must inevitably have lost their lives by accident or exposure in that dangerous place Water Street. So violent were many of them, that Capt. Scoullar and his force were frequently nearly overpowered in their humane efforts to assist them. We know not where the blame rests; but gross neglect there must have been somewhere, in allowing these poor strangers to land thus unprovided and undirected, and in subjecting our city to the exhibition of such disgraceful scenes.

Mechanics' Institute.—The Lecture Season of this institution was opened, according to previous notice, last evening. The assemblage on the occasion, great and respectable, must have been very gratifying to the Directors, a number of whom attended the Lecturer to the platform. We were sorry to learn that circumstances of an untoward character had occurred to prevent the Rev. Mr. Forrester of Halifax, who was according to arrangement, to deliver the opening lecture, from coming to St. John at the present time. His place was well supplied by the Rev. Mr. Porter, who, at once having kindly consented to do the duty, took for his subject "The improvement of a leisure Hour." After a considerable preamble, he entered into the modes of spending a leisure hour, and especially such as he could recommend; among these we might sum up the application of the mind to the study of literature, science, taste, and mental philosophy, the enjoyment of the social but especially the domestic circle and amusements. The last mentioned he accompanied with caveats as to their kind, and the circumstances that attended. The occasional attendance upon lectures he did not omit. In a city of this kind where the means of information are yet necessarily very limited, this might be enforced with great propriety. In his conclusion he gave an earnest address to young men, not to deprive themselves of the advantages which the key of knowledge, put into their possession by an elementary education, might open to them. This is a happy idea, for all education, received at schools, academies, and colleges, should be considered merely as groundwork upon which the student should build, by means of self-application, reading, and study. We are all very much obliged to Mr. Porter for his very excellent lecture, and we wish him all success in the editorial career which he is about to commence.

We are pleased to learn that in addition to the list of lecturers already published for the present Course, the names of Rev. Robert Cooney, M. A., of Mill Town, and Dr. Sibly of Carleton, have been obtained.—*Observer of Tuesday.*

Sudden Death.—Yesterday morning, Mr. Chas. Leonard, of this city, son of the late John Leonard, sailmaker, while at work on board the Brig Zephyr, at Peters Wharf, without the slightest previous warning, suddenly fell down and expired. Mr. Leonard leaves a wife and small family to mourn this sudden bereavement.—*Newbrunswicker, 25th*

Temperance Meeting.—A very enthusiastic meeting of the friends of temperance Cause, under the auspices of Portland Division, No. 7, S. of T., was held last evening in the Portland Temperance Hall, Portland. Notwithstanding the state of the weather, the hall was crowded to excess, and the whole proceedings more than usually enthusiastic and harmonious. Speeches of a spirited character were delivered by the Rev. Mr. Hennigar and Messrs. W. R. M. Burtis, Duncan Sinclair, James Porter, C. Smiller, David Tapley, and S. L. Tilley. The meeting separated about 1-4 before 11 o'clock, evidently highly delighted with the intellectual entertainment of the evening. This is the first of a series of Meetings to be held during the winter by this large and spirited Division.—*Times.*

Hogg's Instructor.—This excellent periodical, "under the patronage of Her Majesty the Queen," is for sale by Mr. B. O'Brien. The November number before us contains a variety of useful matter. The biographical notice of Sheridan, and the article on Decimal Coinage, are replete with interest. There are no less than fifteen subjects treated of in a skilful and popular manner.

New York Journal.—The circulation of this work is rapidly increasing; and no wonder, when we compare the valuable matter contained in it, at the trifling charge at which the Journal is sold. We can recommend the "New York Journal" with great sincerity.

New Ships.—Launched on Saturday last from the ship yard of Mr. Benjamin Appleby, Kennebeccasis, a beautiful ship called the *Hastings*. She has been built under the special survey of Lloyd's Agent, and will compare with any of the fine vessels of this port. She is 1100 tons burthen, and belongs to the enterprising builder.

A beautiful new ship was launched on Wednesday last from the yard of Messrs. James Smith & Son, measuring 1640 tons O. M. named the *Queen of the Seas.*

The Fishery Negotiations.—It is stated in Boston papers that the British North American Colonies, acting in concert, insist that in exchange for the right of Americans fishing in their waters, the United States shall not only grant reciprocity in trade, but shall also grant the registry of Colonial vessels and full participation in the coasting trade. The high ground assumed by Mr. Crampton leads to the general belief that no arrangement can for the present be arrived at.

☞ The steamer *Brooklyn*, while endeavouring to get the ship President, off Navy Island, Wednesday last, got on some rocks inside the ship, and has very materially injured herself.

☞ The semi-annual collection at St. John's Church, on Sunday last, in aid of the Diocesan Church Society, amounted to the sum of £16 3 7d.

The annual meeting of the New-Brunswick Auxiliary Bible Society is appointed to take place on Wednesday evening, the 5th January.

The Quarter Sessions for this City and County will be opened on Tuesday next.

☞ Five thousand barrels of Flour came over the Atlantic and St. Lawrence Railroad to Portland, on the three last days of last week.

☞ Packet ship New World, arrived at New-York on the 28th from Liverpool: lost 76 passengers out of 764 by Cholera, during the passage.