solution. He said that at the hour was late, and as a Reverend gentleman more able than he to speak, had to follow him, he would not make a speech.

The resolution was put and carried unanimously.

Rev. Dr. Taylor rose to move the next resolution, which he read as follows:—

"*Resolved* 5.—That the thanks of this Society are due to all auxiliaries, and other societies which have aided it, and especially the friends in Britain, who have so kindly received the Rev. Mr. Turner, and so liberally responded to his appeal in behalf of liquidating the debt on the Mission Property at Pointe aux Trembles."

The great objection that he had to the Roman Catholic religion was, that it did not give the Bible to the people. He had before made that assertion, and he repeated it. It was to no purpose that it was said the Church only objected to the Protestant translation of the Bible. If she gave her own translation, he would admit their was some shadow of truth in the apology, but she did not. The Word of God was both the bread and the lamp of life, and what withholded it, took away the hope of immortality. Here the Rev. gentleman related an instance of the burning of some Bibles in France, in which were some Catholic as well as Protestant, but these were not spared, being burned amid yells, and imprecations. The objection of the Roman Catholic Church was not against the Protestant Bible only but against the Bible altogether, as had been shewn by the rev. Mr. Campbell on the preceding evening, from the encyclical letter that he so fittingly read. The Rev. gentleman dilated upon the hardship and the injustice that was done to the Roman Catholics in depriving them of the Bible, which he described as an Epistle from heaven. He referred to monastic institutions. It was opposed to the fundamental principles of the British Constitution to imprison any individuals in the manner in which it was done in nunneries. He knew it might be said that they went there voluntarily, but it was very easy for some cunning Jesuit to entice a young girl to take the veil, who might have shed happiness and peace around her, but who immured within the desolate and gloomy walls of the cloister, might pine away in misery. It was for ladies and gentlemen present to come to the rescue! he did not mean by force, he would leave that to their adversaries, but by the spread of the Gospel—that would open the walls of the nunneries. (Cheers.)

The Hon. Ald. Ferrier seconded the resolution, and it was carried unanimously.

The collection was taken up. The Doxology was sung; and after the Benediction, the meeting adjourned.

CHAMPLAIN AND ST. LAWRENCE RAILROAD.

General meeting of the Stockholders of the Champlain and St. Lawrence Railroad Company, held, pursuant to notice, on Monday, the 20th day of January, 1851.

Hugh Allan Esq., having been moved to the Chair, the Hon. John Molson, Chairman of the Committee of Management, submitted and read the following Report:—

To the Stockholders of the Champlain and St Lawrence Railroad.

Gentlemen:—As Chairman of your Committee of Management, it again becomes my duty to lay before you a report of the proceedings and operations of the Company for another year, and I may truly say, that since its formation, a year has not passed, in which matters of such importance to its interests, both present and future, became necessary to be discussed, matured and carried out.

You are aware that two years since, the extension of the Road from St. Johns to Rouse's Point was decided upon, and that a Charter for that purpose was obtained. Books of subscription were opened and it was the desire and intention of your Committee to carry out the proposed plans; but the public of Montreal were not at that time alive to the necessity of forming a junction with the several Railroads in course of construction in the adjoining States, and fast approaching our city, to secure to us that trade which was springing up between Canada and the United States, and therefore no action was taken for several months.

During the past winter your Committee saw that the time had arrived when it was advisable to make such efforts as would succeed in carrying through the undertaking; accordingly they applied to the Legislature at its last session and obtained additional powers, including that of extending the Line to some convenient point opposite Montreal and of establishing a ferry from thence directly into the Harbor.

Immediately on the Act becoming law, your Committee caused several lines to be surveyed, and having made a contract with H. R. Campbell, Esq., on terms which were laid before you at a special general meeting, on the 13th of August last, the road was located, and the work forthwith commenced; it is now in a forward state, and will, your Committee feel confident, be ready for operations by the beginning of July next.

This Line is a continuation of the present road from St. John's, and takes a direct line until its intersection with the Ogdensburgh Railroad, (distance 22 miles) which it crosses, and continues to a frontage on Lake Champlain, lately acquired by your Company. Mr. Campbell has undertaken the completion of the road from St. John's to the Ogdensburgh Road (right of way, land damages and engineering excepted) for £75,000, payable as follows:—£28,125 in Stock; £28,125 in Bonds, bearing interest for two years, and the remainder in Iron Rails, for which your Committee had previously contracted, payable in Bonds at four, six and eight years; it will, therefore, only require to provide funds in cash to meet the expenses already named, the necessary extra equipments, and the continuation of the Road south of the Ogdensburgh Road to your terminus, one mile.

The Directors of the Ogdensburgh Road have acted towards your Company with that spirit of liberality which it is desirable should always be manifested by one Public Company to another, and have placed at the disposal of your Company so much of their property and accommodations as possible, for which an arrangement was made on terms mutually advantageous; but as these accommodations were necessarily limited, negociations for the purchase of water frontage on Lake Champlain were opened, and the greater portion of the property and privileges sought for, have been already obtained on favorable terms.

The Ogdensburgh Railroad was opened for business through to Rouse's Point in October; from that time to the close of navigation the passage of travellers to and from Upper Canada over your road was considerable, and it is to be expected that when the connexion at Rouse's Point between these two roads is formed, much of the first class travel to Upper Canada will take that route, and add considerably to the receipts of the business.

The Railroads from New York and Boston to Burlington have been brought into effective operation within the past year, and the Vermont and Canada road, which is a continuation of these roads from Burlington northward to Canada, has just been opened, to Lake Champlain above opposite to the term rus of the Ogdensburgh Road and that of your Company.

So fully impressed are your Committee with the advantages that must result to the country and to your Company from having a Draw Bridge over the River Richelieu for the passage of Railroad trains belonging to the several roads centering at Rouse's Point, that they have given the matter notice of an intended application to the Provincial Legislature for permission to build such a bridge within the Province.

The erection thereof would assuredly be followed by the building up of a village or town at one or both ends of it, and it is most important and desirable to secure that advantage to ourselves, rather than that our enterprising neighbors should occupy the ground and possess themselves of it.

The extension of the road in the opposite direction, namely, towards Montreal, has engaged the attention of your Committee; two lines have been surveyed, one by the Laprairie, terminating at a piece of land, purchased for the purpose, from Robert Mackay, Esq., together with the Island lying directly opposite to it, known as Moffatt's Island, where it is proposed to construct wharves, for establishing a steam-ferry, within one mile of Montreal; the importance of this ferry to the city and surrounding country, cannot be overrated, possessing as it does, advantages beyond those of any other kind, from the circumstance that between Montreal and the Boat shore of the St. Lawrence, in selecting this point for the road terminus and ferry, your Committee studied the interests of the Company in connection with those of the citizens and proprietors of Montreal.

It is intended to connect Moffatt's Island with the main land by a bridge, capable of supporting the heaviest trains.

The building of this extension within a fixed period, has not been finally determined, but, doubtless, desirable to bring the whole extent of the line from Montreal to Rouse's Point into operation at one and the same time, as thereby the greatest amount of business would be secured, and consequently the greatest revenue obtained from the investment. Having already undertaken the extension southward, your Committee recommend proceeding with the extension to Moffatt's Island with all possible speed.

One of the provisions of the amendment last obtained to the Charter, was the power of borrowing money on Bonds or other security to a limited extent, of this power your Committee have already availed themselves and have issued Bonds payable chiefly in ten years to the amount of £ 70,500.

After making a contract with Mr. Campbell, your Committee deemed it a duty to call the Stockholders together, which they did specially in August last, the proceedings of which meeting shall be read.

Before entering upon the business of the current year, as many new shareholders would come in, a further arrangement was necessary. At a recent meeting of your Committee a resolution was carried unanimously, which it was supposed would meet the exigency of the case and which is here submitted.

This arrangement was considered just and equitable, and will, it is confidently expected, give universal satisfaction, and ultimately prove beneficial to the Company.

Your Committee have much pleasure in submitting the report of your Superintendent, Mr. Brainerd. This report contains much information respecting the operations of the Company, and calculations of the expected increase to the business, as well as estimates of the cost of various intended additions and improvements; it also presents many very valuable suggestions, which your Committee fully appreciate and desire to see carried out. The estimates of the future business are particularly recommended for your perusal.

The usual statements and returns will be laid before you. By them you will find that the profits of the business of the past year are £9,048 13s 10d, which admits of a dividend of £6 being paid on each Share of Stock, and which your Committee recommend should be now declared.

There have been no new features in either the business or expenses of the Company requiring particular notice, except that the system of cheap excursions on particular occasions, which had been tried elsewhere, was, for the first time, introduced here, and with beneficial results, as regards the receipts of the Company and the good of the community at large.

Your Committee desire to express their entire satisfaction at the manner in which the Superintendent, the Secretary, and other principal officers of the Company have performed their several duties during the past year.

In conclusion, your Committee have every reason to congratulate the Stockholders on the prosperity which has marked the progress of your Company, and on the prospects of its future utility and increase, feeling perfectly confident that by its extension north and south, its interests and those of the country will be more than proportionately advanced.

John Molson,
Chairman.

Montreal, January 20, 1851.

To the Chairman and Committee of the Champlain and St. Lawrence Railroad Company.

Gentlemen:—Your Superintendent would submit the following Report for the year ending December 31st, 1850:

Since the opening of your Road last spring, there have been two regular passenger and two freight trains daily running a distance of about 28,000 miles, which added to about 15,000 miles run by steamboats, we have 43,000 miles as the amount of miles run by railroad and steamboats—conveying 18,060 First Class passengers, amounting to ..... £ 4,525
37,235 Second Class passengers amounting 4,653
With Freight to the amount of 12,220

Total receipts £21,400

While the current expenses £12 3s 2 are large in proportion to the receipts, owing chiefly to the expense of a long ferry, as well as the incomplete state of the road, and unsuitable shops and buildings for locomotives, repairs, &c.

There has been but little damage done by accidents, and no person injured during the past year.

At the close of the season (1850) the Company had on the road *two* First and *one* Second Class Locomotive, *two* eight-wheel First Class and *two* eight-wheel Second Class passenger Cars, *one* eight-wheel baggage, *fourteen* eight-wheel covered, and *thirteen* eight-wheel Stake Cars, in good running order, with timber on hand now in course of construction, for the bodies of ten freight Cars. In addition there are *six* First Class four-wheel, *six* Second Class four-wheel, and *thirty* four-wheel freight Cars. These four-wheel Cars cannot be used to much advantage.

There are now on hand at St. Johns, 146½ cords of wood, about 4000 cords will be necessary for the present year.

The following improvements, &c., have been made during the past year, viz., ten (10) new eight-wheel freight cars, built at Laprairie, dredging about the wharf, tracks re laid on the wharf, built a new compressor, new levers and turning table at station-house, Laprairie, freight-house and addition to wharf completed at St. Johns, about half a mile of ballasting done, ties re-placed, &c.

A considerable outlay will be necessary the coming season, to put the old line of road in good running order at all times of the year. I would, therefore, recommend the following, viz:—

The old line having formerly been laid on timber, in re-laying the same with the T rail, most of the ties used were made from old rails, and are now decaying, it will be necessary to replace them with new ties, of which, nearly a sufficient quantity is now on hand.

About ten and a half (10½) miles, i. e., from the diverging point of the extension to St. Lambert, to near St. Johns, should be ballasted and raised two feet with slate, from Laprairie common, to render the road substantial and in good order, at an estimated cost, including the re-placing of the ties, of $15,000—for which work, and the ballasting of the northern extension, at least *thirty* gravel cars will be required, at a cost of $275 each.

Arrangements will have to be made for the renewal of the arch of Lacadie bridge next season (1852) it may become necessary to have it done before that time.

It will be requisite to widen and improve the Roadway through the curve to make a turn out and build a water-house at that point, which is about midway between St. Johns and St. Lambert; the danger of collision at present to be apprehended would be obviated, and safety to the trains secured. The cut at St. Johns should also be made wider. I consider these improvements will be covered by the above estimate for ballasting, &c.

The Fences are now old and becoming decayed, they require about $1,000 for repairs and renewal.

In the contract with H. R. Campbell, Esq., for building the extension of the road to the connexion with the Northern Railroad at Rouse's Point, the right of way, land damages and engineering, and the furnishing of locomotives for drawing materials and for ballasting, are not included. These extras I estimate at $30,000.

I am happy to say that this work is now in a high state of forwardness, nearly two-thirds of the line already sub graded, most of the remainder cleared, and considerable quantities of ties and stones delivered and laid into bridges, &c.

It is intended to extend the road across the Northern Railroad to the Leonard Dock or Old Steamboat Landing at Rouse's Point Village, distant about one mile, the extension of which is not included in Mr. Campbell's contract. This will your Engineer designate location for the term now and with a comparatively small outlay can be made to accommodate a large freight business. The purchase of the Lessard property, right of way, extension of track and necessary buildings, is estimated at $30,000, which will make the total expense of extension from St. Johns to Rouse's Point, including buildings, &c., about $365,000.

I would strongly recommend the extension of the road to Moffatt's Island, a survey of which has been made, and the plans are here submitted, by which it will be seen that this extension will compare favorably with the southern division as to expense (excepting about two miles which will have much heavier embankment) and when effected from the extension to Rouse's Point connection in my opinion, be fully realized until the road is completed to the shore opposite Montreal; this should be done, and the whole put into operation by the close of navigation this year, for by so doing the Company will avoid a large outlay at Laprairie for shops, engine-house, &c., dredging new Channel, and fencing Laprairie Common, which must be done if the road is not extended.

My estimate of the cost of this extension is $315,000, viz:—

Nine Miles of Road	$130,000
Right of Way for same	19,000
Engine-house, Machine Shop, Turning Table, Water-house and Wood-houses, Station and Freight House, with Office	25,000
One-and-a-half Miles of Rails, for Side Tracks, Tracks on Wharf, &c.	15,000
Large and Commodious Wharf, and Bridging to Moffatt's Island	6,000
Cost of Moffatt Property	115,000
Other Incidental Expenses	10,000
	4,000
Total	$315,000

The Company will need additional Locomotives and Cars for 42½ miles road, which I estimate will require an outlay of $94,350, viz:—

Two Locomotives now going at	$10,000 ea.	$20,000
Two Locomotives on completion of Road from Saint Lambert's to Rouse's Point		20,000
Four First Class Passenger Cars at	2,000 ea.	8,000
Two Second do do at	1,200 "	2,400
Two Baggage & Express do.	1,000 "	2,000
Fifty Freight do.	650 "	32,500
Thirty Gravel Cars (four wheels)	275 "	8,250
Two Snow Ploughs	600 "	1,200
Total		$94,350

Collecting our data, we find the following result, viz:—

Capital already invested in old line of Road, Equipments, Machinery, &c.	$400,000
Estimated expense of ballasting, water houses, fences, &c., on old Road	17,000
Extension from St. John's to Rouse's Point	360,000
Extension to Moffatt's Island, including Wharf, &c.	315,000
Necessary expense for additional Locomotives, Cars, &c.	94,350
Total cost of line from Montreal to Rouse's Point, with Fixtures, complete	1,186,350

Say $1,200,000, which is considered a full estimate.

The length of line from Montreal to Rouse's Point, when will require a capital of $1,200,000, is about 43 miles, including ferries, and will, when completed, compare favorably with any road on this continent. This sum includes the necessary outfit for Stations, Locomotives, and Cars, to accommodate a business that will amply remunerate for the outlay, which may be safely estimated as follows:—

Adding 50 per cent. to 1st Class Fare, (*i. e.*, $1.50), we have	$23,892
Adding 100 per cent. to 2d Class Fare, (*i. e.*, $1.00), we have	42,832
And adding 30 per cent. to the Freight, we have	61,755
Will make the receipts for the same amount of business that was done in 1850	$128,479
To which we may safely add, at least 50 per cent. increase of freight, and 40 per cent. on passengers, by connections with the Northern New York and Vermont Railroads, and by the increased facilities which will be afforded by the Wharf and Depot, opposite Montreal, during the season of Navigation, which will enable the Company to continue their business during the whole year, at a comparatively small additional expense	57,567
Making the estimated receipts arising from the extension of the road	$186,046
Having the advantage of a short ferry with greatly increased facilities for doing business, suitable shops, &c., for our own repairs, it is estimated that with an addition of not more 40 per cent. to present expenses the annual cost of running road and boats, will not exceed	70,000
Deducting this amount from the estimated receipts, we have the sum of	$116,046

As the profits of the business per year, which is nearly 10 per cent. on the Capital invested, $1,200,000.

The Road being nearly all raised by enbankment will be well adapted for running during winter and the line being straight with the exception of a few light curves, and the grades most favorable, the Company will be able to do a large freight business and run their trains at a high rate of speed, and with a short and easy ferry, that may be run night or day. I have no doubt that passengers from Montreal will reach Boston in 6 or and New York in twelve hours after their departure.

I anticipate that within two years if proper steps be taken, the Company will require a considerable increase to the outfit here specified to meet the demands of a business that will be at least 25 per cent more than my estimate for the first year, and I would here recommend that one or two barges be procured at once, similar to those used on the Hudson river for carrying freight, the advantage of such vessels will be apparent as soon as they are put into operation and will be found particularly convenient and useful for going into the Canal, &c.

With the improvements I have herein recommended I feel satisfied that the most sanguine expectations of the Stockholders will be more than realized, and that the road will be found to be one of the best paying lines on this continent and an incalculable benefit to the city of Montreal.

All which is most respectfully submitted.

A. H. Brainerd,
Engineer & Superintendent.

Superintendent's Office,
Laprairie, Jan. 18, 1851.

The Report of the Superintendent, Mr. Brainerd, having been read by the Secretary, the following resolutions were moved and passed unanimously:—

Moved by E. Atwater, Esq., seconded by J. R. Smith, Esq.:

Resolved 1.—That the Report now read be received, adopted, printed and circulated amongst the Stockholders.

Moved by James MacDonald, Esq., second ed by R. Hutchins, Esq.:

Resolved 2.—That this Meeting approves of the resolution of the Committee of Management, passed on the 31st December last, relative to the addition of Shares to the Stock subscribed for, previous to the 1st April last.

Moved by Chas. Philips, Esq., seconded by Wm. Lyman, Esq.:

Resolved 3.—That this Meeting is fully sensible of the beneficial results likely to follow the extension of the Line to Rouse's Point, and the Branch to Moffatt's Island, with a Ferry to this City, which must confer solid benefits on its inhabitants, and that the Committee be fully authorised to adopt such measures as will secure the immediate construction of that Branch, and the requisite Wharves for the Ferry.

Moved by B. Brewster, Esq., seconded by Chas. Phillips, Esq.:

Resolved 4.—That a Dividend of Six Pounds on each Share of Stock, be now declared payable on the 1st day of February next.

Moved by Thomas Workman, Esq., seconded by Hector Russell, Esq.:

Resolved 5.—That in consequence of the continued and unremitted attention and exertions of the Hon. John Molson, President of the Committee of Management of the affairs of this Corporation, and of the advantages and benefits thereby resulting to the Stockholders, that the said Hon. John Molson, be requested to accept of the sum of £250—as a slight testimonial of their appreciation, and of the assistance in which his services have been, and

Moved by W. Lyman, Esq., seconded by A. M. Delisle, Esq.:

Resolved 6.—That Wm. MacDonald and Thos. Workman, Esqrs., be appointed to audit the Accounts of the Company for the past year.

Moved by J. G. MacKenzie, Esq., seconded by T. Bouthillier, Esq.:

Resolved 7.—That Thomas Workman and R. Hutchins, Esqrs., be Scrutineers, and receive the votes for the election of a new Committee of Management.

Moved by J. G. MacKenzie, Esq., seconded by James MacDonald, Esq.:

Resolved 8.—That the thanks of this Meeting be given to the Committee of Management for their services during the past year.

The report of the Auditors, appointed at the last Annual Meeting, was read by Charles Phillips, Esq., as follows:—

We, the undersigned, having been named by the Stockholders of this Company, to examine and audit the Books of the Company for the year ending March 31st, 1850, beg to report to the Stockholders, that we have from time to time proceeded to examine the Books and Vouchers of the said Company, and have found the said Books in a most satisfactory condition, and perfectly correct.

(Signed) Charles Phillips,
James MacDonald.

The Scrutineers having taken the votes, declared the following gentlemen duly elected as a Committee of Management for the ensuing year:—

Benj. Brewster, Esq., John Carter, Esq.
A. M. Delisle, Esq., Hon. Judge Gale,
Hon. John Molson, Wm. Lyman, Esq.
Chas. Phillips, Esq., Hector Russel, Esq.,
William Workman, Esq.

Hugh Allan, Esq., having vacated the Chair, William Lyman, Esq., was called thereto, and on motion of Judge Gale, seconded by A. M. Delisle, Esq., it was—

Resolved,—That the thanks of this meeting be given to the Chairman, for his able conduct in the Chair.

(Signed,) Hugh Allan, Chairman,
W. A. Merry, Secretary.

THE COURIER.

MONDAY, JANUARY 27, 1851.

Reciprocity.

We direct attention to the following extract from a letter addressed by the Hon. F. Hincks, now at Washington, to the Hon. Mr. McLean, Chairman of the Congressional Committee on Commerce:

"It is assumed, and as perhaps it may turn out, unfortunately assumed, by the opponents of the Reciprocity Bill, that, in the event of the Bill being rejected by the American Congress, Canada will maintain her present commercial policy, and continue to foster the import trade from the United States.

"It is very desirable that you should be fully aware of the state of public opinion in Canada on this question. Having myself been a strong advocate for free commercial intercourse with the United States, and having had, in my position as Finance Minister, to resist in Parliament, the advocates of a restrictive policy; I am thoroughly acquainted with the views of all parties. I have no hesitation in stating that the advocates of a retaliatory policy are rapidly gaining ground. Whether all or any of the plans suggested, will be carried out, it is of course impossible for me to say, but it is certainly highly desirable that, in arriving at a very important decision, you should be fully aware of the probable consequences. The re-imposition of the differential duties against the United States Manufactures, has been strongly urged. Such a measure would be most acceptable to the commercial interests of Montreal and Quebec, whose trade was seriously injured by their repeal. At the close of the last Session of Parliament, an influential member of the opposition, a gentleman who held under a former Administration the office which I have now the honour to fill, gave notice of his intention to introduce a Bill during the next Session, to re-impose these duties. Leading organs of the opposition have strongly advocated such a measure, and no doubt can be entertained that it will engage the consideration of our Parliament at an early day. Should it be adopted, the United States would have no just cause of complaint. They never invited Canada to repeal the differential duties, and their rejection of the Reciprocity Bill would of course be looked upon as a deliberate rejection of the Canada trade. In England the re-imposition of differential duties by Canada would be viewed most favourably, and there can be no doubt that the effect would be to stimulate the efforts of those who are seeking to obtain some modification of the present Corn Laws. Another measure of retaliation which is beginning to engage attention in Canada is the closing up of all the Canals to American vessels. Should this policy be adopted, a most serious injury would be inflicted on the trade of Chicago, Cleveland, and other Lake Ports; Oswego, Ogdensburg, and the New England Railroad interest; Burlington, Whitehall, and the New York Northern Canal. The Canadian revenue derived from tolls would of course suffer, but as that forms an insignificant portion of the resources of the Province, the loss would cause no inconvenience. It is contended by the advocates for this policy, that the Western products which now find their way by Oswego and Ogdensburg to New York and Boston, and carried in American bottoms, would be diverted to the St Lawrence, and that the entire inland trade would be in British bottoms. It is affirmed that the tonnage of Canada, with what could be spared from Nova Scotia and New Brunswick, would very soon be sufficient for the increased trade. I have stated the views which are entertained very extensively by influential parties in Canada as to her future commercial policy in the event of the rejection of the Reciprocity Bill by Congress; I am, however, unauthorized to announce the views of the Canadian Government; indeed, its policy has not yet been determined on. Since the accession of the present Administration to office in 1848, they have been watching with anxiety the proceedings in Congress regarding the Reciprocity Bill; and my object in writing Washington at this time, was to ascertain, if possible, the probable fate of that measure, as the Government must be prepared at the approaching Session to meet Parliament with a defined policy regarding our commercial relations with the United States."

It is supposed that Mr. Hincks will not return before the Bill is disposed of; and Mr. Galt, who had been in Toronto some time, anxious to meet him, has in consequence gone on to Washington.

In connection with this subject we will state a few facts relative to the trade between Canada and the United States, which go to show how important it is in becoming to both countries and, therefore, how desirable it is that the utmost reciprocal liberality should be maintained. We are always ready to give the due share of praise to a political opponent, and, we must say, that Mr. Hincks has written a very sensible and spirited letter; our neighbors must at once be given to understand that a one-sided bargain will not be entered into, or continued, by the Canadians.

It appears, then, that the exports from the United States into Canada for the year ending the 30th of June, 1850, amounted to $5,990,821, exceeding the exports to any other country except England and France. The imports from Canada in the same year were $3,830,101, being a difference in *favor* of the Americans of $2,071,720. The Americans send to Canada more of their domestic manufactures than to any other country; their export of such articles into this Province during the year ending the 30th of June, 1850, being nearly equal to the aggregate of the exports to Cuba, Brazil, Mexico, and China.

The total exports to Canada in that year, were greater by $2,457,915 than in the year preceding, being five times more than the increase of trade to any other country.

Let us look at a few of the items:—In 1849, the export of woollens, &c., to Canada, was $516,667; in 1850, $2,676,484. Of cottons, in 1849, $74,000; in 1850, $145,891. In iron manufactures, in 1849, $138,630; in 1850, $311,909. In leather manufactures, in 1849, $51,207; in 1850, $66,552. In drugs, in 1849, $23,500; in 1850, $62,306. Of tobacco, in 1849, $159,269; in 1850, $180,599; there being more manufactured tobacco exported from the United States to Canada than to any other country.

We stated in our last, that during the last half century the inland or lake trade of the United States has risen to the enormous annual value of $200,000,000; this is principally owing to the increased trade with Canada, and this trade is of almost vital necessity to the United States lake ports. For example, the imports of Oswego alone increased from $2,973,698 in 1845, to $8,325,789 in 1850, and the exports from $4,977,711 to $15,687,842.

We think that these facts are sufficient to prove that the trade with this country is far too important either to be given up or to be saddled with vexatious restrictions, and that a little gentle, but firm, pressure, will cause the United States Congress to grant our demands, not only because they are equitable in themselves, but because they are beneficial to both parties.

We have received the January number of the *Canadian Agriculturist*, published at Toronto, and glean from it a few interesting facts, which prove that in that part of the Province, at least, the farmers not only know what to do, but do it with all their might.

During the past year, in many parts of the Upper Province, the yield of grain, and particularly of wheat, has been unusually great; it is believed that in 1849 not less than 700,000 acres were cropped with wheat, and that the average yield was twenty bushels an acre; thus giving a total aggregate of about fourteen millions of bushels; which, after amply supplying domestic wants, would give about ten millions of bushels for exportation.

It is asserted that other agricultural productions, as oats, peas, barley, rye, &c., and live stock, horses, cattle, sheep, and pigs, and the various esculent roots, are gaining an increased reputation both in quantity and quality; that as a proof of this, the show of meat in the Toronto Market, is pronounced by competent judges to be almost equal to any in England, and that at the Provincial Exhibition at Niagara, the American visiters generally allowed that the grain, sheep, and swine, were superior to any that they had seen in the State of New York.

These are pleasant features for the present, and a happy augury for the future.

Captain A. Drew, well known in Canada, in connection with the burning of the Pirate steamer *Caroline*, has been lately appointed Naval Store-keeper, at the Cape of Good Hope.

We cut the following paragraph from a New York paper; we presume, from the intimation in the last lines, that some American capitalist is about to build a theatre here; we had a hint of the kind before:—

Demolition of a Theatre.—The present *Theatre Royal* in the City of Montreal, it appears, is about to be demolished, and transformed into a Hotel. We learn that this fact is scarcely considered a misfortune by the play-going portion of the citizens, inasmuch as the present building, constructed at a vast expense some four years since, is far too large for the requirements of the town, and is, moreover, entirely out of the best of the pleasure-seeking population. A Theatre in a better situation, and planned more in accordance with the wants and wishes of the inhabitants, will be almost immediately proceeded with.

The Provincial Secretary has intimated to Dr. Meilleur, Superintendent of Education, Lower Canada, that in future the grant for education will be divided equally between Upper and Lower Canada, giving £25,000 to each, instead of £21,000 to the former and £29,000 to the latter as heretofore.

The Circulation of the Bible.—In an admirable article by Dr. Adams in the current number of the *Christian Review*, we find the following interesting facts:—

"Ten times as many Bibles have been printed since eighteen hundred and four, the year when the British and Foreign Bible Society was organized, as existed in all the previous centuries of the world together. The statement is not based on loose conjecture. The Bureau of the late Duke of Sussex, containing a copy of nearly every edition of the Bible since the invention of the art of printing, has been placed in our hands to authenticate the time of the publication. It is computed that from the time of the Reformation to the organization of the British and Foreign Bible Society, (1804,) there were in circulation between three and four millions of Bibles, and there in some forty different languages. At the time, the beginning of organized efforts for the dissemination of the Scriptures, more than forty millions of Bibles and Testaments have been printed, and in more than one hundred and sixty languages, and this in addition to all that has been published by private enterprise. Printing and offering fifteen hundred copies of the Word of God in a single day, is no idle dream with us. The report of the Bible Society contains an account of its publications in languages and dialects of the earth, which we obtained from any other source. Every man may read the Word of God in the tongue in which he was born, and spoken by about two-thirds of the inhabitants of the earth. The same holy book may be readily made available to hundred millions at the earth's population. What is the result of access to this book of such importance? Has it made the people more intelligent, more free, more happy? Has it made the liberty, the life, the prosperity of the world?"

The Anniversary of the Montreal Tract Society will be held this evening, in the Presbyterian Church. We hope that the attendance will be overflowing. The Temperance history of the year has been of a very satisfactory character. We anticipate an excellent meeting.

Two Soirees will be held to-morrow evening, one at Corse's New Building, by the Young Men's *St. Patrick Association*, under the patronage of the "Ladies' Charitable Society," in connexion with St. Patrick's Church—and the other in St. Gabriel Church, by the *Montreal Association for the Distribution of Religious Tracts*. We hope both will be well attended, and equally successful.

Montreal Bonds.—The Philadelphia Correspondent of the *N. Y. Tribune* writes thus:—

"Philadelphia, January 9, 1851.

"I learn from the *Bulletin* that Mr. Charles T. Carpenter, of this city, who went to England in August last, on behalf of Messrs. F. A. Vandyke & Co., for the purpose of negotiating the bonds of the city of Montreal, subscribed to the St. Lawrence and Atlantic Railroad Company, in aid of the prosecution of that work, has succeeded in effecting a sale of them. The negociation was effected on the spot, and reflects credit upon our fellow citizen, whose ability with which it was intrusted. He was authorised by the citizens of Montreal to offer the Railroad Company on a pledge of its preferred stock, similar to that made by our city to the Central Railroad. The construction of the road, connecting Montreal with Portland, and completed when finished, a complete communication by railroad between this city, and the metropolis of Canada, is of great importance not only to the citizens, but indeed to those of the whole Upper Province."

We are glad to see that our National Securities are beginning to be appreciated at their real value in the London Stock Exchange. The interest on the debt of Canada 6 per cent. Bonds is due the 2d of December, at which date they were selling at 104 to five per cent. premium. By the same quotation we find that United States (Federal) 6 per cent. bonds, payable in 1862, were selling at 99 to 103—and payable in 1868, at 105 to 106.

St. Ann's Chapel, Griffintown.—We understand that the St. Ann's Chapel Building Committee are at present engaged in gathering in the amounts kindly subscribed for the erection of this building. The subscriptions already liberally paid in, have been promptly and well applied, and the required amount to make these sums effective, is now being sought from a generous public, who, we are sure, will perfect what they have commenced.

To the Canadian Newspaper Press Generally.—Messrs. Simmonds & Co., of Barge Yard, London, the old established agents for all the Colonial Newspapers, purpose exhibiting at the Great Industrial Fair in London, in May, a collection of specimens of the newspapers and journals of every country, and in all languages, would feel much obliged if the publishers of newspapers in Canada, and the British Provinces generally, would send them, with the next issue, a specimen copy of their our journal, with an account of each of their American and other exchanges, in order that the Press may be properly represented on this occasion. This notice will not, of course, apply to those journals which they regularly receive and file. [Editors will oblige by copying this notice.]

Friday, January 24—6 P. M.

Quebec—Therm. 22; Barom. 29.80, and falling. Wind fresh from the East; cloudy, with appearance of rain.

Bytown—Very mild.

Kingston—Cloudy and mild; appearance of snow.

Toronto—Fine. Therm. 36°.

New York—Loveliest morning of the season. Wind South-west. Therm. 33°. No tidings of the *Atlantic*.

New York, January 24.

None of the news by the *Arctic* has yet transpired. She has put into Halifax short of coals.

The Steamship *Falcon*, from Chagres, with the California mails of the 15th December, is coming up the Bay.

The revolutionists in Yucatan contemplate the entire independence of the Peninsula. The insurrection commenced in Merida. The authorities of Yucatan have commenced paying pensions to the widows and orphans of persons killed in the Indian battles. A tax has been imposed on all professions, officers, &c. The Indians have committed great depredations in Lela, and have captured Bolouchen. News from Guatemala reports that that State had offered its intervention to settle the difficulty between San Salvador and Great Britain.

Washington, January 22.

Several delegates from various sections of the Union, without regard to politics, are now here, to urge upon Congress a modification of the Tariff. Several consultations have been held by Members of both Houses, and a change to the following extent is expected:—An ad valorem duty of 40 per cent. on iron—assessed on the average cost for the price, ending ten years. Second. A restoration of free lists for 1842, which contains a clause levying a duty of five cents on woollen clothing, costing under seven cents, and admits free dye stuffs and other articles necessary in carpet and calico manufactures. 3rd. A declaration that the duty shall be opened on the value of the imported article at the time and place of exportation, a provision in accordance with the real intention of the Act of '46, but enacted under a decision of Judge Wordsworth. 4th. The making imported manufactured goods pay ten per cent. more than the raw material of which they are composed.

The last proposition is offered with many modifications, which will, in all probability, be concurred in.

Amin Bey arrived at New Orleans on the 12th.

The Court of Queen's Bench, (Criminal Side) opened its sittings for this district yesterday, at 10 o'clock, A. M. The Judges on the Bench were the Hon. Mr. Justice Rolland, (from Montreal,) who presided, assisted by Hon. Justices Panet and Aylwin, the latter also from Montreal. These are the three Puisne Judges of the Court, who, together with the Hon. Sir James Stuart, Chief-Justice, compose the Court of Queen's Bench. By the 22nd section of the 12th Victoria, cap. 37, the act constituting this Court, any one or more Judges of the the said Court shall form a quorum, and may exercise all the powers and jurisdiction of the Court. After the usual motions had been gone through, the Crown Officer, D. Ross, Esq., moved that the case of the Queen vs. Anthony Burns Urgant and Frank Mooney, indicted for cutting and wounding one Peter Collard, with intent to murder, should be proceeded with. Mr. O'Farrel, Counsel for the prisoners, moved that inasmuch as it appeared by the ver-