

The Emperor Alexander has ordered that the fortifying of St. Petersburg shall be commenced in the spring.

Extraordinary activity prevails in the Czar's shipyard at Cronstadt. Sailing war ships are converted into screw-steamers, machinery is constructed with all haste, schools are established to produce engineers and stokers.

Sebastopol is gradually becoming re-peopled. It now contains about 7000 inhabitants; Kamiesch 2000; Three hundred houses, partly destroyed during the siege, have been rebuilt, and eighty new ones constructed.

THE PROBABLE DEATH OF DR. KANE.—A Havana despatch from Dr. Kane's servant, dated the 12th inst. says his master "is still alive, but can't last through the day." The Journal of Commerce states that the Doctor's friends in New York are led to entertain some hopes that he may survive, from the circumstance that he has four times been in a critical condition—once in Egypt, from an attack of plague; once in Africa, prostrated by the African fever; once in the Mediterranean, with lockjaw; and he survived a dangerous wound in the Mexican war, while carrying despatches for Gen. Scott between Vera Cruz and Mexico.

CANADIAN TRADE RETURNS.—The total value of imports into Canada, during the year 1856, was £10,941,785, showing an increase over the previous year, of nearly £2,000,000. The revenue returns show receipts from customs, £1,069,014, being an increase, £238,540; and from public works £106,080—increase, £6,295. Of the imports, £4,066,361, were entered at Montreal, and £469,715 of the customs revenue collected there.

A NEW LIGHT HOUSE.—The Board of Works of Newfoundland, have notified the public that the Light House on Green Island at the entrance of Cataline Harbour Trinity Bay, will be lighted on and after March 1st, 1857, showing a fixed white light from sunset to sunrise.

Editorial Miscellany.

The following statement from the Railway Board, was published in the last *Royal Gazette*. It will be found both important and interesting. The total expenditure up to the close of 1856, is certainly a very large sum, considering that the work is yet within a year of completion. The Railroad to Windsor will we dare say cost ten thousand pounds per mile, and it is something to console the Province under the infliction of an interest of £30,000 per annum, that so far as the experiment goes, that part which is completed for traffic shows by the returns that it will pay all expenses and exhibit besides a considerable gain:

NOVA SCOTIA RAILWAY OFFICE.
Halifax, 4th February, 1857.

SIR,—

We have the honor to furnish you, for the information of his Excellency the Lieutenant Governor,

1. A Statement of the expenditure and receipts of this Board up to the 31st day of December, 1856:

In 1854 the Board expended . . . £53,573 17 4
1855 163,302 7 10½
1856 249,875 18 2½

In all £466,752 2 5
Of this amount there was received from the Honorable

Receiver General—

In 1854 £56,228 2 6
1855 149,846 15 2
1856 249,298 7 6

In all £455,375 5 2

Leaving due on sundry accounts, as per

Balance Sheet

£12,231 8 5

Cash on hand 854 10 2

11,376 18 3

£366,752 3 5

2. A Report made to the Board by James R. Forman, Esq., Chief Engineer, showing the progress of the works, and describing their general character and state of advancement.

3. Traffic Returns, showing the amount of movement of passengers and freight upon those sections of the road thrown open for the use of the country.

The Quarterly Balance sheets, Accounts, and Vouchers, have been lodged with the Hon. the Financial Secretary, at the Law direct.

The cost of Railroads in this Province has been enhanced by the rise in the price of labour, and of all other commodities in the General markets of the world ever since the operations of the Board commenced. This advance, whether produced by a state of war or by the influx of gold from California and Australia, or resulting from both or from other causes, has been marked both in Europe and America. These general cau-

se have of course operated here; and the expenditure of large sums of money, in a country into which no new stream of emigration has been directed, naturally raised the rates of wages when Railways commenced; and these rates, both for labourers and skilled workmen, have, from the rise in the price of labour abroad, been steadily maintained.

But while our roads have, from the operation of causes over which we have had no control, cost more than it was assumed they would a few years ago, we have reason to believe that they have cost less than roads of like description built elsewhere.

The Board regret that it was not possible owing to the tardiness with which some of the contractors advanced their works, to open the section through to the Grand Lake until after the close of the year.

The transportation of Freight has steadily increased. Though the portion of the road worked throughout the year, was too short to command the great staples of the country, the results have been most encouraging, as will be seen by reference to the returns that accompany this Report, and from which the nature and extent of the Passenger and Freight business are shown under separate heads.

The whole revenue of the road (8 miles) for the year ending 31st December, 1856, was

From Passengers	£2401 0 8
Freight	577 1 10½
Mail Coaches	168 10 7
Contractor's Freight	822 0 11
Conveyance of Troops	25 0 0
Locomotive work on No. 3	107 10 0
Storage, &c.	18 18 4
	£4120 2 4½

The expenses were, viz.:

Locomotive charges	£786 19 10
Accident at 3 mile house	497 9 7½
Traffic charges	254 16 9½
Repairs of stock	355 7 8
Fuel	325 2 6
Upholding	618 14 5½
Miscellaneous	173 6 10½
	3012 6 9
Nett	£1107 15 7½

It will be perceived that the expenses, this year, have been largely increased, from the necessity of repairing a Locomotive injured by the accident at Three Mile House, in March, thereby decreasing the Nett revenue.

The Board are gratified in being enabled to state, that since their road has been opened 81,407 passengers, and 6,748 horses, have been carried over it, without the slightest injury.

The road through to the Grand Lake, near Schultz's 2½ miles, was opened in the month of January. It will be seen from the Traffic Returns furnished, that the number of passengers, and the quantity of freight conveyed, afford very cheering indications of what may hereafter be expected.

The Board have but little to add to the description of the works in progress, given by the Chief Engineer. They believe he is not too sanguine in assuming that the Western Branch to Windsor, and the whole of the Main Line to the Stewiacke, will be completed and opened during next Summer.

It will appear by Mr. Forman's Report that the Section between Stewiacke and Truro is ready for contract. The Board wait the instructions of the Executive Government as to the period when that portion of the work shall be advertised.

There is nothing to prevent the location and letting of the whole road to Pictou during the next summer if the Board are authorized and instructed so to do. Whether this course be prudent must depend upon those on whom devolves the responsibility of stimulating or restraining their action, according to the views which may be entertained of the necessity of the work to be done, and of the resources at command.

The Board invite the very special attention of the Government to the necessity that exists for the passage of some law, by which the assessments contemplated for the compensation of proprietors, from whom lands and materials have been taken, may be levied and paid over.

Through proprietors have submitted to the operation of the Construction Act, with respect; if not with cheerfulness, this has been done in the confident belief that the Legislature would do them justice. They are looking forward to the passage of a law at the approaching Session which shall realize their expectations, and we now record our unanimous opinion, that the perfection of such a measure cannot be longer delayed without serious embarrassment.

We have the honor to be, Sir,

Your obedient servants,

JOSEPH HOWE, Chairman,

JONATHAN McCULLY.

WILLIAM PRYOR, JR.

JOHN E. ANDERSON.

P. M. CUNNINGHAM.

THOMAS S. TOBIN.

The Hon. the Provincial Secretary.

The Ordination will be held on Sunday, March 8th, in St. George's Church. The Candidates and others will assemble for Prayer in the Bishop's Chapel on the morning of Thursday, Friday and Saturday, at 9 o'clock—also on Thursday and Friday at a quarter past 5, and on Saturday at 8 p. m. There will be service with Sermon in the Chapel on Wednesday evening during Lent, at half past 7.

The commencement of the Season of humiliation observed by Christ's Holy Church throughout all the world, was inaugurated by the usual solemn Services of Ash-Wednesday, in all of our Churches in this city, except the Garrison Chapel. In addition to the Morning Prayers and Communion Service at St. Paul's, St. Luke's, and St. George's, there was Service with Sermon at St. Luke's in the afternoon, and St. Paul's and the Bishop's Chapel in the Evening.

The article alluded to by the *Western News* did appear in the *Church Times* City and Country edition published on Saturday, altho' not in the Friday night's edition. It was distributed by mistake, which was not discovered until too late to set it up again for the succeeding Friday's edition. The wide publicity and acknowledgment since given to it by our contemporaries, makes it unnecessary on our part to republish it at this late day, especially as we have reiterated the arguments.

A *Royal Gazette* extra on Tuesday last, announced officially the appointments to the New Administration. They are the same as those stated under the head of Provincial Legislature; save that Mr. Wilkins has accepted the office of Solicitor General, and like the other gentlemen who have accepted office, will have to return to his constituents.

The following has been handed to us by a gentleman, whose testimony in favor of the School spoken of, may be confidently relied on:—

"While the Legislature of our Province is laudably engaged, session after session, endeavoring to provide an efficient system of education for the people, private enterprise is extensively embarked in the same important work, and is practically solving that most difficult question.

"The inhabitants of the Province chiefly depend upon those private undertakings for the training of their sons and daughters in the higher branches of learning and the polite accomplishments; and, as the Institutions to which we refer are unassisted by legislative aid, with the exception, perhaps, of an occasional, special grant, they have, therefore, the greater claim to the liberal support of the public. Among our Advertisements of to-day, will be found the Card of the Amherst Female Seminary, which has been in operation for the last seven years. The continued success which rewards the efforts of the accomplished Principals is the best proof that the numerous advantages of the Seminary are duly appreciated. Though a Boarding-school, it is very unlike such schools in its general management. The intercourse of the teachers and their pupils, exhibiting the affection of a family circle, rather than the coldness of a rigid discipline. We particularly point out this distinction to parents as a high recommendation—their daughters removed from a mother's care, find in Mrs. Ratchford's personal kindness, and in the domestic comforts of her establishment, another home. We understand, also, that no expense has been spared in obtaining from the United States competent English, French, and German Teachers to render the means of instruction in the Seminary as complete as possible. We shall not enter into further details, as the Advertisement speaks for itself, to which we beg to direct attention."

A Telegraph despatch at the Merchants' Exchange on Monday, announces the arrival of the Cunard Steamship Arabia, at New York, on Sunday. Liverpool dates to the 7th inst.

Cotton has advanced ½, market steady. Breadstuffs, market dull. Flour Market quiet, prices unchanged. Corn in more demand, with an advance on previous quotations. Provision market inactive. Tea, (Congou), quoted at 1s 1d., to 1s 3d. Sugar market firm, with an upward tendency. Coffee quoted firm. Money market slightly easier. Consols quoted 93 to 93½. Parliament had assembled; the Queen's Speech contains nothing of particular interest. There is no political news of moment.

The Steamship Indus has arrived at Portland. Liverpool dates to the 11th inst.

Cotton Market unchanged. Breadstuffs quiet, with a downward tendency. Provisions steady. Consols for Money 93 to 93½. Political news unimportant. Steamship America arrived at Liverpool on the 11th inst.

Two young men named Meek and Adams, as they were crossing on the ice between the Coloured Settlement and the Three Mile House, on Sunday afternoon fell in, and before assistance could be rendered, met with a watery grave. Their bodies have since been recovered.—Sun.