be under the management of the Government or not, so long as they were all agreed. He would go for the line that had been chosen, and support the whole scheme with this exception, and the sinking fund which he would not support, that he would not place all the power in the hands of the Government. He did not like to hear what had been said about the Canadian Delegates by an hon. member, in regard to their past conduct. He (Mr. H.) did not know by what feelings they had been actuated, and he was willing to let bygones be bygones. Let them get the money and there would

about the Government managing the Great Roads, but there was no similarity in the cases; nor could this work be managed by Commissioners as the Penitentiary was managed; but if the power was placed in the hands of the Government they must have a Board of Works. And here he would remark that Penitentiaries in the United States were managed in a different manner from our Penitentiary. The Penitentiary in Pennsylvania was so managed that it paid the whole of its own cost, and something towards the State Revenue.

Something had been said about running near the American boundary; but he believed it would be better if the road passed over the lines; he believed it would be a much better line, if it went direct to Portland, and thence to Canada. We were required to pay for the road, and certainly we should have the privilege of carrying it where it would pay best. If Great Britain wanted a national road, she should have paid part of the cost, and carried it through the northern section of the Province. He believed that the only part of this line that would pay would be that part leading towards Portland; perhaps that part of it would afford a surplus which would make up part of the deficiency of the other section. He should at the proper time move a resolution he had prepared. He would now read it, and gave notice that he should move it as the third resolution of the series. (Here the hon. member read his resolution to the effect that the Government procure the money and loan it to a Company.)

He would move that as the third resolution, and was determined to test the House upon it.

Hon. Provincial Secretary,—"How do you expect to organize a company?"

Mr. Hannington—Let a Company be formed of wealthy and intelligent men, and borrow the money from the Province at four per cent; the half per cent the Province would gain would pay them for auditing the accounts, and afford something towards a sinking fund.

Hon. Provincial Secretary,—"No doubt but you will soon find a Company, if you give them plenty of money. I should like to be President of the Company."

Mr. Hannington,—Yes, yes; that was a stage whisper, and overheard. If the management was placed in the hands of the Government, the hon. Provincial Secretary would be President of the Company; that was the berth he coveted, (Laughter.) He (Mr. Hannington) would be prepared to move his resolution at the proper time, and argue it out. He did not blame the Government; he supposed they had done the best they could; but Canada and Nova Scotia ought not impose conditions for this Province. He could not conclude without remarking that the hon. Surveyor General, who had argued so strongly for this morning, had opposed the Government taking any part in the Railway from Shediac to Saint John some three or four years ago. He (Mr. Hannington) had then agreed with the same gentleman that Railroads should not be built or managed by a Government; and could not alter his mind in that respect. Before closing he would again repeat that he would give the necessary security for the payment of the interest at 3 1-2 per cent; but would agree to no sinking fund until it could be obtained from the profits of the road after paying interest and working expenses.

Hon. Surveyor General said he had not opposed the Shediac line, but he had contended that the Government should build that part of it lying between Shediac and the Bend, which was all they could do in one year.

Mr. Ryan thought that on a matter of such vast importance as this hon. members ought not to try to make out a one-sided case, but should look calmly at both sides of the question.—They were the Judges in the case, and not there to make special pleas. He knew very little about railways; he never had the opportunity, having never seen one. He was therefore very diffident. He was sent there to represent the County of Kings, but he was not vain enough to think himself superior to many of the freeholders who voted for him. On this very important occasion he felt himself bound to obey the wishes of his constituents, and he had reason to believe that they were favourable to the measure. He could not avoid feeling timid, however, for this was not a subject of hundreds or thousands of pounds, but it had an interminable long tail, (Laughter.)—He was in favour of this route. The northern line would have built up Canada and Nova Scotia at the expense of this Province; he did not wish the sister Provinces any harm, but he would rather build up this Province at their expence than they should be built up at our expense, (Laughter.) As to Mr. Archibald's proposals, they were not to be thought of; he must have been a fool, or mistaken the people of this Province for fools. He hoped the Government would see that those employed on the line should do their duty. He cautioned them because when Mr. Wilkinson was surveying the St. John and Shediac line there was a great deal of loafing among some of the men employed. (Laughter). He gave the Government notice that if they do not manage right he would do his best to turn them out. It was evident we must carry out the Government scheme or have no railway. He did not believe there was any dictation on the part of Canada; the fact was the three Provinces had to enter into an agreement, as one could not act without the others. He repeated that he felt timid and doubtful, but he should support the measure.

Mr. Hatheway said, that when he came to the House this Session, he expected that the first measure to be introduced would be the Railway scheme; and that that measure would have been based upon Mr. Hawes' letter and the negociation of Mr. Howe. He had found a universal opposition, throughout the county of York, against that measure; and he was free to confess that if the Committee were voting now on a line that was to go by the north shore, he would decidedly vote against it, and by doing so he would express the voice of a large majority of his constituents. But when he heard the Hon. Mr. Chandler's exposition the other day, his mind was very much changed; he found that the legislature had already pledged the revenue of the Province, nearly the amount to guarantee that would be required to carry out this measure. He came to this House, pledged to carry out the well-expressed views of his constituents; and they had requested him to vote for those Resolutions. When he heard Mr. Chandler urge that Railways would be so beneficial to the country, he (Mr. Hatheway) had asked himself, what induced the hon. gentleman to say so? He could not have been influenced by any sinister motives; he is a man of wealth and independence; he was not seeking for any office, and therefore his statements were entitled to respect, and consideration. The hon. member here expressed his regret at the observations that had been made respecting the Canadian Delegates; conceiving that the reflections cast upon these gentlemen were uncalled for and unjustifiable; that whatever had happened in former years, their conduct had been approved of by higher authorities, that they now filled high and responsible offices in the Government of their province; that they were high, honorable men, and showed no wish to dismantle to take advantage of this country, in the recent negociation. The hon. member for the City of St. John (Mr. Harding), made the broad assertion, that the introduction of British capital into this Province he did not believe in at all; and yet he took the position that these resolutions did not go far enough, and he wanted the Province to take the more money for the same purpose. He (Mr. Hatheway) believed, that ninety out of a hundred would have put the same construction on Mr. Hawes' letter that Mr. Howe did; but finding what was the construction now put upon it by Earl Grey, the question was, what course was left to this Province? The present proposition was the only course left; and if they did not adopt that, they would get no railroad at all. The hon. member from Westmorland, (Mr. Hannington) had talked about saving time; but if that hon. member wished to save time in this discussion, he ought to have brought forward his amendment at the beginning of the debate; so that the Committee might have had the whole matter before them at once; and not be called upon to discuss it a second time upon the amendment. The hon. member here quoted from the Journals, the proceedings of last Session, relative to the question as to the legislation of money grants; and argued that as Mr. Hannington was then willing to entrust that responsibility to the Government, he ought to be equally willing now to entrust them with the management of the Railroad scheme.) For himself he was not going to take one iota of the responsibility of expending the money for the railroad; he would let the Government come every year into the House with a statement of their proceedings and expenditure; but the Government should have the whole responsibility. In voting for these resolutions he was carrying out the wishes of his constituents; he believed that the Government should have the expenditure of the money, and that they were bet-

some, that he had gone over to the Government; it had been said already, that he had pledged himself to vote for the Government; but he denied the assertions. No member of the Government had ever spoken to him on the subject, or in any way induced him to take the course that he had taken; therefore all such assertions were utterly groundless. But he was following his own course in this matter, and also acting in accordance with the wishes of his constituents. But while he would vote for giving the Government the control of this project, he would also do all in his power to hold them responsible for the manner in which they discharged their trust.

Mr. Needham said the present scheme was necessary in order to effect the construction of the European and North American Railway. He understood that the Royal Assent had been withheld from the Facility Bill passed last Session in favour of that line because no provision had been made for the transportation of troops over the line at certain rates, and no provision made whereby the Government might step in and purchase the road whenever they thought proper to do so. If he understood the Minute of Council recorded in August last, the Government had come to the conclusion to build the Northern line, and the European line at the same time, believing that they could get the money for the latter upon the same conditions. That decision was diametrically opposed to the decision the House arrived at last year. Under the circumstances he did not see how the members of the North could censure the Government for not proceeding with the northern line, after Earl Grey's positive refusal to advance the money for the European line. He found that he had committed one error. He had blamed the Government for not bringing in a Bill early in the Session to amend the European and North American Railway Facility Bill, but he had since found that they acted so at the request of the Company. The Archibald scheme had exploded, and there was no reason why the Government should not bring forward this scheme. It was not his intention to go into statistics as some hon. members had done; he would be afraid to burden his head with so much statistics lest they drive out what sense he had got. He had a few questions to put to the Government, however. The exposition made in the other branch by the hon. Mr. Chandler was good, but he understood him to say that the liability of the Province would be £56,000 a year, and after ten years a sinking fund to be established of the same amount. Now he would ask, would this Province, ten years after the completion of the Railways, be in a condition to pay £112,000 a year, (Hon. Messrs. Partelow and Gray,—"You are wrong; the proposition for the sinking fund was one per cent"). Well, would the Province be able to pay that amount? It had been calculated that the railways would save about £3000 a year in conveying our own mails, and a penny saved was a penny gained; then it had been reckoned that this Province would get about £14,000 a year for the transmission of the British mails, but would not the British Government insist on our carrying these mails free of cost? (Several hon. members.—"No, no!") Well, that put another face on the matter. This line would not go through a wilderness for hundreds of miles, like the line projected by Major Robinson, but would run chiefly through a settled country, and there was a fair prospect of its paying. He could if he liked show his calculations in figures, as others had done, but as much time had been already consumed on that point that he would not detain the Committee. If he had wavered about supporting this railway scheme, the requisition sent him from St. John a few days since would have determined him to give it his support. That requisition was numerously and respectably signed, and he saw on it the names of Gentlemen who a few months since were opposed to railways; he meant Messrs. S. Wiggins and H. Gilbert. So much was Mr. Gilbert opposed to the European and North American scheme that when he (Mr. Needham) told him he would support it he offered him a hundred pounds if he would resign his seat. When he saw these Gentlemen coming forward in support of this scheme, and when he saw a requisition signed by three hundred persons, most of of whom had supported him at the last general election—when they called upon him to vote in favour of the scheme, it strengthened him in his opinion.

He must here give the lie to slander. A story had been circulated that he would support the Government in this scheme because the Police Magistrate in St. John was ill, and he (Mr. N.) was looking for his situation; it had been said that the Government had got their finger on him. All this was false, and his motives of supporting this scheme was that he believed it would prove of great of advantage to the country, and because his constituents wanted it. He was not like the hon. members from the North. He should vote upon the measure independent of its being, or not being a Government question; but the hon. members from the north went further than those who considered it a Government question, and treated it as a local question. He considered the question simply this; shall we have a railway or not? (Hear, hear). He believed that if an appeal to the people were made upon this question, any hon. member who might be opposed to it would never take his seat in that house again. The hon. and learned member from Northumberland (Mr. Johnson) had stated that the people of Canada rebelled, and immediately afterward they obtained the loan of a million and half of money from England, leaving the inference to be drawn that if we wanted money we had only to kick up a mess, (Laughter). (Mr. Johnson,—"That's just what you said last year.)" No; he denied it. Then the hon. and learned member from Restigouche (Mr. Barberie) had thought proper to attack the Canadian Delegates, and had charged them with dictating to this Province. There was no dictation about the matter; they had merely expressed their opinion. Each of the three Provinces had stood in reference to the negotiation upon terms of perfect equality, and when Canada and New Brunswick had agreed upon a plan they submitted it to Nova Scotia, and that Province finally agreed to it. Where, then, was the dictation? Had the Canadian Delegates advocated the northern line, they would have been represented by the same hon. members as the finest and most gentlemanly persons that ever stood on the floor of that House; they would have been hailed by the northern members as first rate fellows, (laughter), and would have been feted and caressed by the men who now attack them. He did not think it right to censure these gentlemen, or any of them, for their political feelings in 1837. Whether they were right or wrong it could not be denied that almost every privilege they demanded had since been conceded to the Colonies; and if the people of New Brunswick had obtained these privileges without bloodshed, we ought to be thankful to the men who had stood in the fore-ground and had been the means of securing the said rights. It was his opinion that if the gentlemen composing the Canadian Delegation were present, and had the privilege of defending themselves, the hon. members from the north would have shrunk from attacking them. This was the age of improvement. We could not stand still; we must advance, or suffer ourselves to be outstripped by other countries. Who would like to go about in the primitive dress—the fig-leaf clothing—of Adam and Eve? (Laughter). If one should go up the street in the strange quaint dress of olden time, he would soon have a crowd of boys after him, and probably soon find himself in the hands of a Constable. Fashions and modes of communication were constantly changing. We were living alongside a great country distinguished for their go-aheadiness, and we must also advance or live in poverty. As to the feelings of nationality, it was strong in 1783, but constant interpourse had tittered it way until it was nearly all gone. If he voted against this railway scheme he should shrink from meeting his constituents, so anxious were they that the Session shall not pass over without the Legislature providing for this railway. Something had been said about the probability of a war in Europe. He did not think there was any immediate danger. Europe was always in commotion, and rumours of war were frequently heard. France was never tranquil six years at a time; but she tried England in the early part of the century, and had got her change, and such would be the result if she tried it again. An hon. member had spoken of a cloud hanging over England, but he believed there was something mightier than a cloud hanging over her; the Hand of Providence was above her, and he believed Providence would never suffer the light of England to be put out by half-civilized nations, (Hear, hear). The hon. and learned member concluded by contending that this was the only feasible scheme before the country, and they must either embrace it or remain without a railway.

COMMUNICATION.

[FOR THE CHRONICLE.]

[illegible] Sunday morning last, I [illegible] dent, LYNX, proposed a question to me, viz., since I denied the usual Sabbath, what Sabbath did I believe in?—Meeting the said LYNX in King's street, I without any ferocity told him that he would find an answer to his question in my *eighth* letter. This was a mistake. I ought to have said the *seventh*, as it is in that that I undertake to set forth the characteristics of the Sabbath of the New Testament. It appears from another letter published in your last number, that Lynx went and consulted my eighth letter, without finding any suitable food for his inquiring mind. Desirous of repairing my error, I proceed to lay before my catechiser the information that he did not find in the quarter where he sought it. He asks me why it is that I am not contented with the common grammatical meaning of the fourth commandment? My answer is for this, among other reasons, that in the Second Epistle to the Corinthians, the third chapter, there is an argument running through eleven verses, that enjoins that we are not to take the *letter* but the *spirit* of the decalogue. Perceiving in that passage, that there is a contrast between the law written "in tables of stone" and that "in fleshy tables of the heart"; between "the letter" and "the spirit"; between "the ministration of death written and engraven in stones," and "the ministration of the spirit"; between that which is done away" and that which abides. Remarking that there is an opposition insisted on between "the ministration of condemnation" and "the ministration of righteousness"; between that which "was made glorious" and that which has "the glory that excelleth"; between "that which is done away" and "that which remaineth"; between that which is of perpetual obligation and that which is declared to be "abolished." Seeing this, I say to Lynx my interrogator, I do not accept the literal or grammatical sense of the fourth, or indeed of any of the commandments, because there is a passage written with the express purpose of declaring to men that a spiritual sense is that which is to be taken. Moreover, in addition to this very pertinent argument, I affirm, that the decalogue stands in the centre of a system that Christian commentators have been in the habit of spiritualising, that is to say of fixing the sense of by comparison with other parts of Scripture. Still further, I press the observation, that there are several at least of the ten commandments, that will not endure a literal interpretation, as for instance, the first, the second, the third, the fifth, the ninth, and the tenth. Yet again I do not accept the superficial or grammatical sense of the fourth commandment, because that would condemn me to observe a sabbath that did not suffer me to light a fire, that for the smallest infraction would expose me to be stoned to death, that connected me with the sabbath of the seventh week, the seventh month, the seventh year, the fiftieth year, and in fact made me a debtor to do the whole law. Here then is my response to Lynx. I do not accept the fourth commandment in its apparent sense, 1st. Because a passage of eleven verses orders me to receive it in a spiritual sense. 2d. Because it belongs to an economy the other parts of which we are in the habit of spiritualizing. This law written on stones lay in an ark, which lay in a tabernacle, that we know to have been a *figure* of divine things. 3d. Because the decalogue breaks down, when the attempt is made to take its several statutes in their absolute literality. 4th, Because to receive the Sabbath of the literal decalogue, would connect us with the whole Jewish system. 5th. Because the seventh—day—Sabbath, was a link in a chain of five parts, and because all these Sabbaths are affirmed in Colossians, to be "shadows," whose consummation or "body" is said to be "Christ." 6. Because a variety of texts predicate qualities of the Sabbath, which are unintelligible on the notion that it is a day, but are full of meaning on the idea that it is a *doctrine*. 7. Because there is a specific passage, that furnishes a substitute, that supplies antitype, that sets forth in order the constituent particulars that enter into the composition of the evangelical Sabbath. Lynx puts the question, if you refuse the Sabbath contained in the apparent sense of the fourth commandment, what do you provide in its place? To this I answer, that in the epistle to the Hebrews, the fourth chapter, between the first and the fourteenth verses, he will see a passage which contains the characteristics of that Sabbath in which I believe. Verse first describes it as *rest*, and invites us to fear, lest we shall come short of it; verse third declares that belief is the passport that conducts to it—"we which have believed do enter into rest"; verses fourth and fifth affirm, that it is not the rest of the seventh day; verse eighth maintains, that it is not the rest that Joshua provided for the people, when he led them into Canaan; verse ninth draws this conclusion, "There remaineth *therefore* a rest to the people of God." The word rendered rest in this verse is on the margin, *keeping of a Sabbath*, and in the Greek original SABBATISMOS. Moreover, this keeping of a Sabbath is limited to "the people of God," a circumstance wherein the antitype exactly reflects the Old Testament Sabbath, which had regard to the Jews only. Verse tenth gives an exact account of what it is that constitutes this Sabbath. It consists in this, that a man "hath ceased from his own works," in other words that he abjures self-righteousness, that he lives by faith on the son of God. Verse eleventh invites us to labour "to enter into that rest," suggesting the danger that there is of missing it by unbelief. Verses twelfth and thirteenth, bring forward the terrors of the divine character, as a motive why we should take refuge in this state of mind. A rest entered on by believing, reserved for the people of God, described as a sabbatismos, or keeping of a Sabbath, whose genius or essential principle is, that a man cease from his own works, which exacts labour on the part of those who would enter upon it, and which a man fails to realise by unbelief—such are the qualities of the Sabbath which I advocate. In defining it, I do not present an object as palpable as one of those figure-heads which our carvers cut out of pumpkin pine; but it seems to me that I propose that which should be intelligible enough to persons of moderate understanding. After this, Lynx may say if he please, that he cannot close with my Sabbath, but he cannot reasonably depone that I offer no substitute in place of that which I impugn. Lynx goes on to say, that I am an inconsistent person, that I came here an Arminian, and that I am now more ecstatic than an Antinomian. I do not suppose that he voluntarily mis-states, and yet I consider that he does me great injustice. In a book published in 1846, I go so far as to say that the Arminian system is not compatible with the presence of the spirit of God: Mr. Elton of this place twits me with this, in a work that he printed some years ago.—As to what I held between 1841, when I came here, and 1846, I refer to my worst enemies in this place, and ask them to state, whether they ever found that I was anything else but an uncompromising Calvinist, of the school of Chalmers, not of that of Toplady or Hawker. I ask the Methodist body to state whether in 1844, I did not break off an attempted alliance proposed by Mr. Galway, using on that occasion the expression, that there were "vital differences" between the Arminian and Calvinist.—The amount of charge that I am willing to admit, is, that coming to this place a Pre-Presbyterian and a Calvinist, I now take the attitude of a Calvinist, who translates all ordinances and ceremonies into doctrines. Lynx says that I preach to a congregation which is not numerous or remarkable for piety. I believe that he is right in both statements, and I am willing to take my blame that is fairly chargeable upon me for either circumstance, only putting in this plea, that the ceremonial systems that prevail, appear to stupify human nature to such a degree, that one who contends for a spiritual theology, seems to be doomed to spend long years before he can get men even to understand what he is driving at. I read concerning the building of the second temple, that operations were delayed because there was "much rubbish." It may be that I am entitled to claim all that this type is designed to yield.

W. T. WISHART.

A CONVERTED PRIEST.—The Rev. George Evison, late a Romish priest renounced the errors of Popery in the Church of St. Paul's, Berdmondsey.

WESLEYAN MISSIONS.—The receipts of the Wesleyan Missionary Society, for the year 1851, will, it is said, exceed £190,000.

The Russian force in the Baltic at the present moment numbers 42 sail of the line, all powerfully equipped, ably manned, and extensively stored.

The Chronicle.

Saint John, April 7, 1852.

ADVANTAGES OF RAILWAYS.

In order to bring prominently forward, the immense advantages of railways, which every community in which they are established, derives from the use of this modern system of locomotion, it may not be altogether uninteresting, to recur to the state [illegible] as it existed in times of yore.

A modern author has observed that "*which the products of labor and thought, and the persons who labor and think, are transferred from place to place, is, more than any other, essential to social advancement.*" We readily subscribe to this doctrine, and can point to a host of existing facts to establish the truth of it.

It will be unnecessary for our present purpose, to refer to the earliest attempts at road making in the mother country, as these were made under Roman authority, and without the slightest reference to commercial objects, but to come down at once to comparatively speaking, very modern times, we shall cite a few notices of the communications, which existed at different dates, in the land of our forefathers.

"In 1678, a contract was made to establish a coach for passengers between Edinburgh and Glasgow, a distance of forty-four miles. This coach was drawn by six horses, and the journey between the two places, to and fro, was completed in six days. Even so recently as 1750, the stage-coach from Edinburgh to Glasgow took thirty-six hours to make the journey. In this present year, 1849, the same journey is made by a route three miles longer, in one hour and a half!

"In the year 1763 there was but one stage-coach between Edinburgh and London. This started once a month from each of these cities. It took a fortnight to perform the journey. At the same epoch the journey between London and York required four days.

"In 1835 there were seven coaches started daily between London and Edinburgh, which performed the journey in less than forty-eight hours. In this present year, 1849, the same journey is performed by railway in twelve hours!

"In 1763, the number of passengers conveyed by the coaches between London and Edinburgh could not have exceeded about twenty-five *monthly*, and by all means of conveyance whatever did not exceed fifty. In 1835 the coaches alone conveyed between these two capitals about one hundred and forty passengers *daily*, or four thousand monthly. But besides these, several steam-ships, of enormous magnitude, sailed weekly between the two places supply all the accommodation and luxury of floating hotels, and completing the voyage at the same rate as the coaches, in less than forty-eight hours.

"As these steam-ships conveyed at least as many passengers as the coaches, we may estimate the actual number of passengers transported between the two places monthly at eight thousand. Thus the intercourse between London and Edinburgh in 1835 was one hundred and sixty times greater than in 1763.

"At present the intercourse is increased in a much higher ratio, by the improved facility and greater cheapness of railway transport."

An old work printed in the City of New York in 1704, entitled "The journal of Madam Knight, of a journey from the town of Boston to the City New York," and with the perusal of which we were favored sometime since, furnishes an instance of the rate at which distance in travelling was accomplished at that period. It appears by this quaint old volume that there was a fine old dame, Madame Knight, who travelled on horseback, in 1704, from the good little town of Boston, to the city of New York. She rode daily, and sometimes in the night, and certainly in a knightly style and manner, depending mostly upon herself, being unaccompanied, except by occasionally falling in with the post, and incidentally being aided by guides, or attendants, or other company, which she might pick up by the way on her journey.—She rode with the courage and spirit of a knight, penetrating forest, fording rivers, and falling in with the devil himself, according to the following extract from her diary or journal—"The post encouraged me, by saying wee should be well accommodated anon at Mr. Devill's, a few miles further." (This was in Rhode Island. The name is plentiful there, at this time, and is now spelt Davoll.)—"But I questioned whether we ought to go to the Devil to be helped out of affliction. However, like the rest of Deluded souls that post to ye Infernal denn, We made all possible speed to this Devil's habitation." On her arrival she found his two daughters "who look'd as old as the Divel himselfe, and quite as Ugly." They were all very surly, and "He differed only in this from the old fellow in to'ther Country; he let us depart." So she made haste to the "next stage," where she sat down and wrote a poetic warning to "Travailers" to endeavor to avoid meeting this old fellow in their journeyings in this region, beginning in the following words:—

"May all that dread the cruel fiend of night
Keep on, and not at this curs't mansion light."

It further appears by the journal of this excellent dame, that she left Boston on the 2d October 1704 and after travelling with the utmost diligence, she arrived at New York on the 10th of the same month, thus accomplishing the journey in the space of eight days.

Now it so happens that the precise ground over which Madame Knight travelled, is at present literally reticulated with railways, upon which thousands of passengers are daily transported, at a speed varying from 20 to 40 miles an hour, and in carriages as convenient and comfortable, as the well appointed easy chair, in which the good lady was wont to enjoy her *siesta* on a summer's afternoon.

Doctor Lardner in his work on railways observes, that:—

"Until the close of the last century, the internal transport of goods in England was performed by waggon, and was not only intolerably slow, but so expensive as to exclude every object of commerce, manufactured articles, and such as, being of light weight and small bulk in proportion to their value, would allow of a high rate of transport. Thus the charge for carriage by waggon from London to Leeds was at the rate of £15 a ton, being 1d. per ton per mile. Between Liverpool and Manchester it was forty shillings a ton, or 1½d. per ton per mile.—Heavy articles, such as coals and other materials, could only be available for commerce where their position favored transport by sea, and throughout many of the richest districts of the kingdom remained unproductive, awaiting the early advancement of the art of transport. Coals are now carried upon railways at a penny per ton per mile, and, in some places, at even a lower rate. Merchandise, such as that mentioned above, which was transported in 1763 at from 14d. to 15d. per mile, is now carried at from 3d. to 4d., while those sorts which are heavier in proportion to their bulk, are transported at 2½d. per ton per mile."

Since the publication of Dr. Lardner's book coals have been carried from Saint Helens in Lancashire, to London, a distance of 200 miles at *one half penny* per ton per mile, and the question has been seriously mooted of late, to reduce even this low rate of freight to one half the amount. On the Reading railroad in Pennsylvania, the charge for carrying coal, is considerable less than one cent per mile, for each ton conveyed.

The length of the present article precludes us from expatiating on the great advantages, which our people are to derive from the establishment of well appointed railways. It is a long time since the philosophical Bacon said, that:—"There be three things which make a nation prosperous: a fertile soil, busy workshops, and easy conveyance of men and things from one place to another."

The first of these elements we have in abundance, scientific industry may be wanting however, to promote its full development; the second, will manifest itself as soon as the third, the construction of the "*Halifax and Quebec Railway*, receives its first substantial impulse, by the aid which Imperial Capital is destined to afford. In a former article, we pointed out what the skilled labor of our country has already presented—a mere drop in the bucket however, to what it is destined ere long, successfully to accomplish.

The *Quebec Morning Chronicle* of the 26th ult. remarks: "That there are now the following lines of railway in operation in Canada, or in course of construction:—

"The Champlain and St. Lawrence road with a capital of £160,000, commencing opposite the city of Montreal, on the south shore of the river, and thence to St. Johns, 18 miles, and from St. Johns to Rouse's Point, 23 miles; the Montreal and Lachine road, with a capital of £125,000, between the city of Montreal and village of Lachine, 8 1-2 miles; the Lake St. Louis and Province line, with a capital of £150,000, connecting with the Lachine Railroad at Caughnawaga; the St. Lawrence and Atlantic road, with a capital of £600,000 forming a direct line of communication of 293 miles in length between the city of Montreal and the city of Portland—and completed from Montreal to beyond Richmond; the Bytown and Prescott road, with a capital of £160,000 to connect Bytown with the river St. Lawrence opposite Ogdensburg, a distance of 53 miles; the Quebec and Richmond road with a capital of £650,000, to connect the city of Quebec with the St. Lawrence and Atlantic railroad at Richmond, a distance of 75 miles; the Toronto, Simcoe and Lake Huron road with a capital of £600,000, to connect the city of Toronto with Lakes Simcoe and Huron; the Great Western road, with a capital of £1,500,000, from Hamilton to Windsor, a distance of 228 miles; the Rawdon and Industry road, with a capital of £12,000, connecting the villages of Rawdon and Industry; the St. Andrews and Quebec railroad in New Brunswick; and the grand trunk lines from Halifax to Quebec it is believed will be undertaken, without the help of the Americans and with the aid of Great Britan, an aid which it afforded will do much towards making us look for any assistance which we may hereafter need in the right direction.—Causing a vast expenditure of money, and giving employment to many thousands, the making of these roads must of course tend to increase still more rapidly the population of the Provinces."

The *Chronicle* is of opinion that when these railways are once established, the stream of emigration will be diverted from the United States, and directed towards the North American colonies, and that it is not too much to expect that that which has done so much for the United States, will produce similar advantages in Her Majesty's possessions.—"Lord Stanley," observes the same paper, "will surely endorse Colonial railway paper as liberally as his predecessor would have done, and Sir John Packington will, of course, do all he can to render the Colonies, as he himself has recommended they should be rendered—self sustaining."

POST OFFICE DEPARTMENT.—A very able report on this subject from John Howe, Esq., Post-Master-General, to His Excellency the Lieutenant Governor, was presented to the House of Assembly on the 3rd. ult., and which appears in the journals of that day. In alluding to the reduced rates of postage, Mr. Howe thus remarks:—

"The effects of the transfer and reduction of postage.—In regard to the revenue. The accounts for the Quarters to 5th October and 5th January will be completed in a day or two; but those for the latter Quarter are not yet sufficiently advanced for me to state accurately the amounts of revenue and expenditure for the half year. This, I am enabled to say, however, will be rather more favourable than the estimate which I some time since furnished for the Quarter to 5th October, an omission to the credit of this Province having been made in the English Accounts included in that estimate. From the enclosed Comparative Statement which I have prepared, to show the falling off in the amount of revenue since the transfer, as compared with the corresponding period of last year, it will be seen that the average rate is 29 3-4 per cent. To estimate the result fairly, however, it must be borne in mind, that the whole newspaper and pamphlet postage has been abolished; that the newspaper postage was ascertained from actual accounts taken previously to the reduction, to be 8 1-2 per cent of the revenue, including Packet postage, or over 16 per cent. on the Provincial revenue alone, and that the average rate on letters previous to the reduction of postage, was ascertained to be 8 6-10ths pence. Now, deducting 16 per cent. from the Provincial revenue on the old system as shewn in the Comparative Statement above referred to, for the newspaper postage, it will be found that on the average the falling off in the letter postage is only 22 1-8 per cent. This shews that the letters passing through the Office have increased 122 1-8 per cent, or in other words, are two and a quarter times what they were before the reduction, a result which may be considered highly satisfactory."

The Post Office returns of the United Kingdom, recently published, show that the number of letters which has passed through the various offices has increased from 76 millions in 1830, to 360½ millions in 1851. The statement of Mr. Howe leads to the conviction that proportionate result will follow the late reduction of postage in this Province.

Whilst on this subject we may state, that altho' high salaries are to be deprecated, yet that the present very meagre compensation of the Post Office Clerks is quite as objectionable. Let those who work for the public be fairly paid for it.

THE LAW COMMISSION.

Every person who has occasion to ascertain what the Provincial statute law really is, in reference to any question in which he is interested, at once recognises the serious difficulties he has to encounter, before he can obtain the required information, owing to the present confused and voluminous state of our local enactments. Besides, it is almost impossible to obtain *all* the Provincial acts, those of several Sessions being out of print. The large volume in which the New Brunswick laws are embraced to 1836 only, is charged at £3.

Now, as we profess to be a law abiding people, it is but right, that the laws by which we are to abide, should be easy of access and furnished at the cheapest possible rate. They should be written in plain, unambiguous language, but entirely free from those unnecessary and lengthy, or as the lawyers term them, "long winded" and unintelligible at the same time.

We are pleased to observe, that the House of Assembly the recently passed a bill—which we trust will soon become the law of the land—and by which the Executive is authorized to appoint a suitable number of competent persons, to revise and consolidate the Acts of Assembly. Political objects have been ascribed to the authors of this measure, but let this suspicion be true or wholly unfounded, there is nothing new or speculative in the measure itself. Years ago, Louisiana, New York and Massachusetts have established similar commissions, and with eminent success, and if we mistake not, other states have carried out the same principle. In Nova Scotia, the result of the task directed to be done by a law Commission, was manifested last autumn, in the presentation to the Legislature and people of our sister colony, of a neat, compact volume, containing the statutes of the Province, alphabetically and systematically arranged, and stripped of all technical jargon, and worded so plainly, that every man, if he chooses to try the experiment, may readily become his own lawyer, at least, so far as a comprehension of the Nova Scotia statutes is concerned. The task itself is to be had for the trifling sum of twelve shillings and six pence.

We hope that in due time, a similar undertaking may be as successfully accomplished in New-Brunswick, and then, not only the law, but a perfect knowledge of it, may be cheaply and conveniently brought home to the door of every man.

THE MINIE RIFLE.

This recently invented weapon, which it is likely will be generally adopted in the British service, is thus described in our valuable exchange, "*The Army and Navy Register and Woolwich Gazettee*," of the 16th ult.

"The Minie musket, or rifle, most approved and is a remarkably well finished article, and lighter and more easily used than the previous percussion muskets. The minie rifle has four groves inside, and the mode of loading it is first to bite off the twisted waste paper at the end of the cartridge, pour in the powder at the mouth of the barrel, and by a turn of the thumb and finger, holding the cartridge, reverse the ball that the conical point may be upwards. The paper of the cartridge is subsequently drawn off the ball and thrown away, no wadding of any kind being used. The ramrod is then drawn and reversed, and the head being concave, or cup form, it has a good purchase over the ball which is easily rammed home, and does not require a second or subsequent rammings.—The piece is then fired with great ease, and is said to be capable of carrying the ball 1,200 yards, and with correct aim up to 900 yards, the aim for all distances, from 300 to 900 yards, being taken correctly by a parallel frame marked with the respective distances it is wished the ball should be carried when directed at an object, a slide in the frame being raised or lowered to take the "sight." The firing to-day was excellent, nearly every ball striking the target, several the bull's-eye, and all within a very little distance of it. The Non-Commissioned Officers appear much pleased with the new arm, and its simplicity, and light yet efficient appearance. The conical ball has a hard metal cup of nearly half its diameter inserted at the base, and on firing the metal spreads out and expands the lead into the groves of the rifle, which gives the ball a true direction towards the target or object desired to be struck with it."

Officers accompanied by Sergeants and Corporals, from the head quarters and depots of some fifty regiments, have been recently practising with the minie rifle at Woolwich, under the command of Major Brownrigge of the Grenadier Guards. Our contemporary at Woolwich, observes that;—"At all events, the Officers and Non-Commissioned Officers, who have attended the experiments, are delighted with the new arm, it is so much lighter, and so correct in its aim, and seldom, if ever, falling short or wide of the object against which it is directed."

DEATH OF MAJOR WILMOT, R. A.

The officer whose untimely death is noticed in the following paragraph, was well known to many our readers. As Lieutenant Wilmot, he was for some time stationed in this garrison, and if our memory serves us correctly, at that of Fredericton also.

"KING WILLIAM'S TOWN, Jan. 4.

"The mournful intelligence has reached town this morning of the death, by the hands of the enemy, of Major Wilmot, Royal Artillery, commanding at Port Peddie. This able and gallant Officer was shot on New Year's day, while leading his men in an attack upon the enemy in the jungle of the Fish River, where it is said Sandilli has now taken shelter. The lamented deceased was among the bravest and most active Officers in the Field. On every occasion when hard and gallant service was demanded he distinguished himself. He fell as a Soldier, and his name will stand conspicuous among the defenders of this country, and be embalmed in the memory of its inhabitants."—*Woolwich Gazette.*

SEVEN DAY'S LATER FROM EUROPE.

The Royal Mail Steamer *Canada*, arrived at Halifax on Tuesday morning, after a passage of 10 days from Halifax with 63 passengers. The Mail for this city arrived yesterday morning.

Messrs, Sheraton, Boyd, Vassie, Morrison, Mc Culloch, Magee, Hastings, Hegan, Fotherby, Miller, Baird, and Myles, came passengers.

The Canada brings £15,000 in specie and a large freight.

Business at London and Liverpool was dull—Cotton was in fair demand at prices as last quotation—Sales of the week 44,800 bales. Breadstuffs were greatly depressed, and prices of Wheat, flour, and Indian Corn had receded.

A fair degree of activity continues to prevail in the Cotton manufacturing districts, manufactures fully employed at profitable rates.

Freights are looking up, for passengers to New-York prices are now £3 10. Monetary affairs—cash continued abundant, discounts easy.

The market for English securities had been very buoyant, the explanation in Parliament being deemed satisfactory; Consols had run up to 98-38, and closed on 10th at 98 1-4.

TRADE.—Supplies of wood limited; demand last month inactive, yet prices of deals and planks, were fully supported. Square timber had given 1d. to 1½ per foot. Latest sales, yellow pine of 19 3-4d. and 19 1-2 inches, at 18 3-4d and 18 1-2d. Deals equal to second quality £8 10.

Expositions touching the renewal of the Corn Laws were given on the 15th in the Lords, by the Premier, and in the Commons by Mr. Disraeli.—Earl Derby said the question at issue between the free-traders and protectionists would be decided at the ensuing general election. He repudiated any factious opposition—declared he had no desire to go back to the Law of 1846, nor wish to recur to the Law of 1842. He castigated the proceedings of the Anti-Corn Law League, and implored their Lordships to apply themselves not to the reversal of free trade, but to such modifications of the system as would mitigate the blows inflicted on the agricultural portion of the community, and alleviate the injustice from which they suffered. He expressed the opinion that in regard to those who had suffered from the changes made, in being left without a corresponding alteration in the expenditure throwa upon them—the moderate imposition of a duty producing a large revenue, and thereby making other taxation to be off with hardly an appreciable effect on the food of the people, would be a more just, a more economical, and for the country a more advantageous mode of affording relief. He concluded by declaring, his determination not to shrink from performing his duty on the subject, if the sense of the Country supported his opinion, but he would not overstrain the influence which belonged to Government, nor would he when the high station in which the Sovereign had placed him, lead to a time unduly thrown upon the country a measure agreeable to the great portion of the country but repugnant to his own feelings.

In the Commons, Mr. Disraeli made a similar statement, and announced that the Government were determined to prorogue the Parliament early this month, and dissolve it early in May. After this the Tenant Right bill, the Chancery Reform bill, and the Mints bill.

In the Lords, Earl Derby was met by the opposition of Lords Grey, Clarendon, and Beaumont, and in the Commons, Mr. Disraeli was opposed