## RAILROAD IMPROVEMENTS.

We are glad to learn that Mr. Button's ventilating plan has recently been improved, and upon trial by the chief officers of several New England railroads conjointly has been found quite efficacious in cars. The following description by the inventor himself will be understood by every reader:—

"The air is received on a received box on the top of a car, and is thence propelled down the sides of the car, through flues, into a water tank situated under the floor of the car. The tank of water is about sixteen feet in length by nine feet in breadth. The water is an inch or two in depth, and the tank is so arranged that the fresh air is compelled to traverse the whole surface of the water before it can rise into the car, so that all the cinders and dust, which usually enter the compartment, remain deposited in the water. From the tank the air passes into the car through two air tubes, standing one in the centre of each row of seats, and about five feet high. The air is thence thrown from two apertures, each nearly a foot wide, almost at the top of the pedestals, and passes just over the heads of the passengers, or even with them. In winter these pedestals are taken up, one aparture is closed and a peculiar stove placed over the other. By this means the air is warmed, and the car not only equally warmed, but the passengers' feet are warmed, the hot air flowing through a flue under the floor. With the stove in operation and the cars in motion the whole air in the car is changed every six minutes. In the summer time, when the stoves are not in use, it is claimed that there is a complete change of air in the car every four minutes."

Other improvements, especially a diminution of the bulk of the pedestals, are on hand. The world will certainly thank, and ought to reward, the man that succeeds in well ventilating railroad cars.

Then, arrangements for lighting cars with gas have been tested, and found satisfactory. Some advantage in the way of cleanness may thus be obtained; but there is not that necessity for strong illumination in cars which renders the object worth any considerable sacrifice either to travellers or railroad companies. Increased ease in seats—the securing elasticity in all that presses the person, and a posture favorable to repose—is more needed than bright light.

A discovery has been lately made that is likely to be profitable to railroad proprietors in the greater durability of soft fibrous iron than in the hard metal which has hitherto been used in the upper parts of rails. The cheaper article wears longer than the dearer, and old rails reversed so as to bring the soft side up, are as good as new.

Another, and a very scientific discovery, has recently been applied to raiload purposes that is likely to be serviceable by increasing the power of locomotive engines, without adding to their weight. This which was always thought to be impossible is accomplished to the extent of a 75 per cent increased in the adhesion of the wheel to the rail—that is, on a smooth rail, on which a wheel slipped upon the pressure of nineteen pounds of steam per inch, it will through the new agency not slip under a pressure of thirty five pounds per inch. That agency is a helix of copper-wire surrounding the lower segment of the wheel, and through it the wheel revolving. The point of greatest magnetic effect is where the wheel meets the rail—contrary to the old theory on the subject.

Another desederatum on many railroads is the abolition of excessive charges at refreshment rooms. Most of the keepers of these establishments erroneously suppose travellers to be ignorant of their high prices, as well as unable and indisposed to resist them. Accommodation to the travelling public is thus considerably curtailed, and the profits of the saloons are at least not much increased.

Great complaints are made respecting the bad connecting arrangements at Hamilton. Crowds have lately been kept there in the night for two hours together, waiting to proceed on to Toronto after arriving from the East.

If the railroad system goes on improving until ballooning supersedes it, we shall have fine travelling.

## IMMIGRATION.

It will be well for us too look right in the face the fact that immigration into this Province has virtually ceased. The causes of this change are in the main evident enough, notwithstanding the recriminations to which political parties have had recourse in reference to it. In the first place there has been a considerable decline in the emigration from Great Britain, as appears in the following table:—

| | |
|---|---|
| 1852 . . . | 368,764 |
| 1853 . . . | 329,937 |
| 1854 . . . | 323,429 |
| 1855 . . . | 176,807 |
| 1856 . . . | 176,554 |
| 1857 . . . | 212,875 |
| 1858 . . . | 112,972 |

While in Great Britain the supply of food has become abundant and cheap, the demands for labour have been greatly increased. Employees have became dependent upon workmen, instead of workmen being as formerly at the mercy of employers; and while this has greatly changed the material condition of the poor, it has totally reversed their social position and their feelings. At the same time sanitary, educational, religious and political reforms have brought about apparent and perhaps real advantages, which have induced contentment, pride and hope amongst the multitudes of the people. Whilst this state of things has been advancing in Great Britain, it has in Ireland been accompanied with a social revolution resulting from several special influences,—amongst the more prominent of which are the release of properties through the Encumbered Estates court, the diminution of the population, the close of general political strife, and the comparatively wide diffusion of education.

The improvement that has taken place has led to large hopes of the future. With such a condition of the old country emigration would be sure to decline, unless strong attractions aboard overpowered the love of country and the unaccountable pains and risks of removal.

At the same time there have been presented the charms,—the spurious as well as the genuine—of the gold producing countries. The Australian facination has been felt even here—what must its force have been where California was comparatively unheard, and the distance was but a single voyage? The returns show how these North American Provinces have been eclipsed. The proportion in which they and Australia shared the British emigration at certain periods tell the tale. In every hundred emigrants from Britain the following numbers went to the places specified—the balance going elsewhere chiefly to the United States.

| | N. American Colonies. | Australia. |
|---|---|---|
| 1847 . . | 42 . | . 2 |
| 1851 . . | 13 . | . 6 |
| 1854 . . | 14 . | . 25 |
| 1855 . . | 10 . | . 23 |
| 1856 . . | 9 . | . 26 |
| 1857 . . | 10 . | . 29 |
| 1858 . . | 5 . | . 34 |

There is no equivocal tale by these returns. Considering that there must ever be a tendency for new emigrants to follow those who have already settled in a distant country, and that the influence of relationships have been acting in favor of these populous colonies, our share of promiscuous emigration last year would be considered to be nothing, but for the fact that it is *less* this year, and therefore, must have been something last. In order to avoid the notion that it has been the comparative disadvantages of these Provinces that have occasioned this state of things we must add that the United States (California included) have not got anything that we have lost. Their per centage of the British Emigration was 55 in 1847, 80 in 1851, 60 in 1854, 59 in 1855, 63 in 1856, 60 in 1857 and 52 in 1858—thus in eleven years getting down to a smaller proportion of the greatly diminished whole. But amongst British Colonies the Australian have acquired the preference over the north American is well established.

That we have not received many immigrants is neither surprising nor lamentable. The state of business here has been bad—employment and room for enterprise there has been none. At the same time prices have been high. What could tempt strangers to the country? Would not their arrival amongst us have been an evil to ourselves as well as to them? Every journey has its halts, and Canada had made a progress too rapid to dispense with a check. Undoubtedly, too, our fame has suffered, through the reports which merchants have sent and disappointed visitors have taken away. Exaggeration always accompanies strong feeling and those who have lost money or have had to return home have made out the strongest possible explanation of their failure. Political fanaticism, too has aimed to use the depression of the Province for the indulgence of its resentments, and to convert commercial gloom into a partazan panic.

What then of the future? Why, storms deepen roots by partially loosening them, and winters prepare for, as well as precede, harvests. Canada has had several periods of stagnancy and decline—been a land of terror and denounciation instead of joyous industry. But she has had as many succeeding periods of progress. She has all her former elements prosperity. She has also the great works of recent years She has the freest Government under the sun. She has a system of universal education whose pupils are now the active men of business, both public and private. She has had removed most of the unsound portions of her commercial classes. And now she has a superabundant harvest. When the fire burns up men will spontaneously gather round it. Employment will draw workers—situations soon obtain occupants—fields for enterprise become known and sought. Until our energies get into play, we need not wish new comers—when they do get into play, we may leave them to show themselves. Not that we lightly estimate emigration agencies of various kinds; for we know that this country has ever suffered from the undue prominence which the United States have been able to assume in European countries through counsels and other advertisers. But, assuming that what is requisite in that respect will be done, we would patiently await the natural operation of our progress to attract immigrants, and only urge attention to a prudent renewal of enterprise as adapted to bring after it immigration, as well as other elements of growth.—*Colonist.*

## PROVINCIAL INSURANCE COMPANY OF CANADA.

The annual meeting of the Shareholders of this Company was held at noon yesterday in their office Toronto Street. The President, Hon. J. H. Cameron, occupied the chair, Mr. Crockett acted as Secretary.

The Secretary, Mr. S. Crockett, read the following report:—

"In submitting this balance-sheet for the financil year ending 30th June, 1859, your directors regret to observe that a very serious diminution has taken place in the receipts for premiums both on fire and marine policies, as compared with the previous year. While this decrease may partly be attributed to the prevailing scarcity of money, and to that depression which, for some time past, has continued to affect all commercial transactions, it is also owing to an indifference evinced furtherance of their own interests. and even to the adverse interests of a few. It may also be the effect of the prejudical and erroneous statements which have been so industriously circulated respecting the company and which the want of unanimity amongst the shareholders has been instrumental in promoting that the income of the company has been mainly inspired. This is the more to be regretted as your directors conceive that by a more accurate knowledge of the present condition of the company and its past transactions, this indifference and want of unanimity would have been avoided

"In referring to the expenditure your directors have great pleasure in stating that they have lately affected a very considerable annual reduction.

"The assets and liabilities of the company as compared with the past year exhibit a more cheering aspect. In 1858 the balance against the company, less the capital stock $81,707 63. The balance has now been reduced to $17,134 10. This, reduction, however, is owing chiefly to the amount of the fifth call of 5 per cent, on stock valued at about $79,478; so that taking into consideration the unfavorable circumstances before referred to, the business of the company does not appear to have been impaired to the extent that might have been anticipated. In compliance with a resolution of the Special General Meeting of the Shareholders on the 14th June last, a further call of five per cent, was made, "to enable the company to meet its liabilities with promptness and certainty." This call becomes payable on the 1st October next, and will place a considerable balance beyond its liabilities to the credit of the company.

"The readiness and unanimity with which this further call was voted, fully manifests the desire of the stockholders to satisfy all claims whilst the large amount of uncalled capital affords the most ample guarantee to policy-holders of the undoubted ability of the company to meet all its engagements.

"Your directors beg to notify that in compliance with a further resolution of that meeting, the agency of the company at California has been discontinued.

"The shareholder of the Provincial Insurance Company having so lately as on the 14th June last, met specially with referrence to the position of the company, and a financial statement of its affairs having then been placed before them, and fully investigated your directors conceive that it is unnecessary to make any further remarks on the statements now submitted.

"The important subject connected with the resolution of the last meeting of the shareholders and on which this meeting has been specially convened to decide involves in its consideration the progress and affairs of the company from its commencement to the present time, and has reference, therefore, to transactions over which your present board had no control. By the regulation of the Act Vic. 22, amending the Act incorporating this company, the whole of your present directors now retire from office. Under these circumstances your board consider that it would be advisable for them to abstain from giving any collective opinion that could in any way tend to bias your decision on a matter so important to your interests.

"(Signed,)
J. HILLYARD CAMERON,
President.

Provincial Insurance Company,
Toronto Aug. 22, 1859.

The report being put was adopted unanimously.

The Chairman then stated that the number of Shareholders who had expressed their intention of withdrawing, under the terms of the resolution on the 14th June last, was only 70 holding 4,461—so that Shareholders holding upwards of 20,000 shares, had expressed their determination to remain and abide by the decision of the majority—a state of things which was very satisfactory.

Mr. Alex. McLean, seconded by Mr. Todd, then moved that as only 70 shareholders holding 4,461 shares out of 24,826 the whole capital stock of the company, have expressed their intention of withdrawing under the terms of the resolution passed at the special general meeting of the 14th June last, the directors to be elected this day to take vigerous measures to carry out the business of the Company.—Carried.

Mr. E. C. Jones, seconded by Mr. Hutchison, moved that it is the duty and interest of all the Shareholders who have been now elected, to continue the operations of the Company, in everything in their power to advance the interests of the Company, and to bring all the business they can to the different agencies of the institution; and that all the Shareholders of the Company hereby pledge themselves to insure in the Company.—Carried.

The Chairman then urged the necessity of exertion on the part of the shareholders. If he said, they did not all put their shoulders to the wheel they might as well stop business at once.

In answer to Mr. Alex. McLean,

The Chairman stated that no shareholder could withdraw until he had made payment in cash of the whole of his arrears on the 5 per cent, calls. Even in view of the fact that 70 Shareholders had signified their intention of witddrawing, there was still nothing to fear as regarded the ultimate paying prospects of the Company. Before they went into that unfortunate Ocean Marine business they were doing well; and now that they had abandoned it, they were prospering again. His belief was that if they set an example of confidence in the Company by insuring themselves that at the end of next year there would be a far different state of things. Of unpaid calls they had now $90,000; and if but 50,000 of that sum were paid in they would be able to satisfy every claim against the Company. He would go further and say that as soon as that meeting was over if but 24 of the shareholders then present wereto agree to become severally responsible to the Company for £500 he was certain the money of which they stood in need could be at once made good, and that the call on the 1st of October would relieve them of all their liabilities. (Hear.)

The Secretary fully coincided in the remarks of the Chairman. Until the Ocean Marine business were entered into they were doing well; but through this branch of their business they had sustained in 1854 and 1855 very serious losses. In 1857 the committee appointed for that purpose found £150,813 of liabilities against the Company owing up to the 30th June 1856. At that present moment, however, their entire debt was but £154,000 towards the liquodation of which they had some assets. In fact looking at the balance sheet the real liabilities of the Company were only $128,704—so that in three years they had reduced their debt to a comparatively small amount. This had been done partly by their large business transactions and partly through calls to the extent of £45,000 having been made.—Through these means they had been enabled to pay off annually £10,000 to 12,000 of their debt; and that too, in three such disastrous years as those which have last passed away.

Mr. Todd and Miller being appointed scrutineers the ballot for the directors took place, when the following were declared elected:—

Hon. J. H. Cameron 493 votes; J. S. Heward 493; Angus Morrison 493; Lewis Moffatt 493; John Cameron 476; W. L. Perrin 468; Geo. Duggan 405; E. C. Jones 405; Hon. M. Cameran 405; Geo. Crawford 396; R. P. Colton 380.

The meeting then adjourned—Some formal votes of thanks having been passed.

## THE SILVER MINES ARIZONA.

(Correspondent of the St. Louis Republican.)

SONOITA VALLEY, July 28.

A friendly band of Apaches yesterday brought into Tubac seven mules and three horses belonging to the lot stolen from the Sonora Company. They were taken from the Coyoteros and White Mountain Apaches who were the chief thieves. The soldiers returned from their scout without having found the Indians—the trails dividing and subdividing until there was nothing to follow.

During the past week I have been in the vicinity of the Santa Cruz mountains to visit some new and remarkably rich silver mines just discovered by a company of four Americans headed by Mr. B. C. Marshall formerly of Kentucky.

These mines are located in the Santa Cruz mountains only a short distance—say eight miles—from Marshall's Ranche, the best farm in Sonoita Valley. The silver is combined with lead, in a vein about two and a half feet wide, smelts easily in a common furnace, and is worth according to assays made by Mr. Knabt, chief refiner of the Sonora Company from $100 to $160 per ton. As the average value of the South America and Mexico smelting ores of silver is only from $50 to $60 per ton, it is evident that these newly found veins are immensely rich in silver. Their location is fine, wood and water being close at hand, and very abundant. The lucky explorers have found a great fortune by a few days of careful search.

The same party have also discovered the long lost and widely celebrated Verga mine, whose richness was renowned even upon the mining records of old Spain. It was worked many years ago by the early Jusuit explorers who, when compelled to leave by the Apaches, destroyed their works and blocked up the mouth of the main shaft with stone and timber. If the mine which is now being opened turns out half as rich as tradition says it once was, the result will be entirely satisfactory.

In reducing silver ores in this territory two methods are employed namely, smelting and amalgamating. The former proces is most simple and cheap, but can only be used with such ores as contain lead or will combine with lead, which is used as a flux. The harder and generally richer ores are pulverized, wasted and then amalgamated with mercury in barrels or pits—an expensive, tedious and scientific process. Yet it pays well with ores worth $80 per ton, and upward. An ore yielding only $50 per ton of silver, if it smelts readily will pay very handsome profit provided the vein is located in a region of wood and water. With such a vein and a few thousand dollars to erect furnaces, build houses, hire and subsist hands for a short time, a man can soon get out literally and truly all the silver he wants, as, if his mine is a good one and the ore holds out, his product will be in exact proportion to the capacity of his machinery. He can run one, two, three or half a dozen furnaces, and smelt as many tons of ore per week as he choose,

The silver mines of Arizona is beginning to attract that attention to which their importance entitles them. The new York and Compadel Silver Mining Company, having purchased the mine of the Union Company of tools on the way, and Col. Titus is to take charge of the works the first year. This company has two good mines both of which were formerly worked. The Arzona Land and Mining Company, and the Sopori Land agricultural and Mining Company, of Providence and Boston have each agents in Arizona acquiring property and preparing for operations the two companies have purchased a thirty-league grant of land embracing minerals in abundance, several farm and stock ranches with plenty of wood and water. The Sonora Company continues to turn out with only two amalgamation barrels, one hundred and eighty dollars per day in small bars, which circulate extensively hereabouts instead of coin.

## LETTERS FROM THE WEST.
## EDITORIAL CORRESPONDENCE.

[From the Leader.]

SANDVAL, Illinois, August 13, 1859.

From Mendota to this place, we pass over the Grand Prairie—the Prairie of Prairies—which, for miles and miles still lies in a state of nature, though traversed by the Illinois Central Railway. But if much of it is still unbroken by the plough, there are also, at other points large stretches of land under cultivation; and bearing for the most part crops of Indian corn; which are generally reported to be good. There is one danger, however, through which they have to pass. The June frosts threw them back for two or three weeks, and it is a question whether the corn will have so hardened before the autumn frosts come on as to make it secure from all injury from them. In Indiana and even in portions of this State, it is not unusual to leave corn standing in the field all winter, and it is found it receives no injury from the frost, provided it has been well ripened before the frosts commenced. There are fears that the corn, while yet soft may thus fall be nipped by the frost. This danger is a legacy of the severe frost of the early part of June; and it seems to be the principal one it has left. One cannot pass through this State without seeing that corn is the stable crop. The quantity produced is about six times the quantity of wheat. From various causes I am convinced that the average of the latter will be low; and indeed it is highly improbable that it will ever be high. The seed sown was inferior; the wheat crop of last year being a very bad sample; and in the northern and middle part of the State, Spring wheat has chiefly to be relied upon; the danger from winter-killing, owing to the frequent absense of snow being so great as to render winter wheat a very precarious crop. Even the corn crop is not universally good. A farmer who resides in the neighborhood of Dixon told me he knew several fields for which he would not give a dollar an acre. The Spring was too dry while it was too wet in Iowa. In the neighborhood of Dixon, wheat brings only 50 cents a bushel.

At some points of the Grand Prairie not a tree can be seen in any direction; and the natural Prairie grass is more or less grazed by cattle which roam over the common, and of which some large flocks are seen. The Railroad fence in these places, is the only one that exists. The general aspect of the prairie has little of the beautiful in it. The vegetation wears a rough appearance, occasioned by the presence of weedy looking herbs, which rise above the top of the grass. Occasionally a sprinkling of wild flowers, of various hues occurs; but they are exceptional and do not form a predominant feature. Sometimes clumps of purple flowers occur; then the scene is varied by yellow bloom, and other hues intervene and commingle. But, as I have said, these are exceptional features of the wild prairie; the general and predominant characteristic being a rough grass overtopped by a broider-leaved vegetation which have a weedy appearance. Of the flowers one not at all beautiful, of a yellow cast, which reminds you of the Laburnam, is most frequently met with. A purple flower of rare, if not unsurpressed beauty is occasionally seen. It is five or six inches long and grows upright and narrow. Of this flower nature does not appear to have been lavish; for I have not seen a large quantity of it together. In the absence of green trees and murmuring brooks, the prairie is little calculated to inspire the poet; and indeed a prairie poet would I should imagine, be a singular being.

At La Salle the central Railroad crosses the Michigan Canal which connects that town with Lake Michigan and the Illinois valley by a single wooden bridge which must be about three quarters of a mile long. The view from this bridge is very fine; but it would be more enjoyable from some other position than a wooden railroad bridge elevated some 60 or 70 feet in the air. I have small respect for wooden bridges of this kind and did not get poetical over the scene. The picture is, however, a pretty one. On one side is the town of La Salle, on the edge of the canal; then a tongue of bottom land which narrows at the point where the bridge crosses and spreads out in the receding distance presents a fine crop of Indian corn extending for about three miles. The opposite bank is covered with wood; and before it is a sort of broad terrace on which trees are agreeably scattered. On the other side of the bridge, "Starved Rock," a point of interest in Indian history is seen; but the valley is not corn-bearing. That which is on the other side, a subject to periodical floods; fever and ague follow them. La Salle is not making much progress; it is population containing a large foreign element of a kind with which Americans do not care to come in contact. La Salle is the heart of the coal country; the coal cropping out above the surface in various places. About 40 miles above that point, Father Hennipen crossed the first time a white man set foot on this soil. Except the Illinois, we crossed nothing all the way from Menodota that can be called a river; not even a running strem.

The Central has a "ladies car," causing a sort; of precise meeting-house-like separation of the sexes. The ladies, it must be supposed are at liberty to take their national protectors with them.

At this station, a girl walks from one end of the table to the other, armed with a large feather weapon, with which, over the shoulders of the guests at table, she makes continual war upon the flies.

Any one who sees a railroad on a prairie over which there is no expense for grading and no trees or stumps to remove, will cease to wonder at the cheapness of American railroads. But the foundation on which they are placed is very insecure, consisting of some three feet of soft marsh. Rain loosens the ties and causes them to give way under the trains. The result is that though the cost of construction is small that of maintainance is great; and the latter being an annual expenditure it bears the relation that interest does to capital, and tends to eat up the earnings, and produce the extraordinary phenomena which is here witnessed; a country full of railroads, hardly one of which pays a dividend.

The bottom land of the grand Prairie may boast a soil of undoubted fertility; but it is wanting in two most important elements of civilization—wood and water. Not a tree is to be seen; not a stream occurs for hundreds of miles; not a drop of water is to be had but what the sloughs present; and this is necessarily of the worst quality; and besides, this source fails every year, leaving malaria behind it; with the whole train of diseases of which malaria is the father; fever and ague, billious fever—which occurs in the fall—the terrible congestive chill, and what is called "winter fever," being, according to some doctors, a compound of lung fever, billious affection and erysipelas. I met here a man from the east who had had terrible experience of these classes of diseases. Twelve years ago being somewhat feeble in health, he was travelling in the hope of obtaining relief by fresh air in new scenes. It was in the fall of the year, when he arrived in this neighborhood; and he was attacked with billious fever, by which he was confined for an entire year, at the end of which time—he is not a large man—he was reduced to 97 lbs. weight, including the chair and pillows on which he sat. That, he said, accounted for his being here. The sickly season he says, regularly recurs every fall at the drying up of the waters, about the latter end of August or the beginning of September. Ague was formerly universal: it was the current opinion that no stranger could escape it. And whenever a large quantity of prairie is broken up, this disease assumes its former intensity, On the lowering or the drying up of the rivers that occur—my informant only named two—the diseases which diffused malaria never fail to make their unwelcome appearance, One of the sigs of the coming sickly season presented itself in the thick fog which I mentioned in my last. There was a repetition of it, in a modified form, last night; and it is regarded as the sure precurser of disease. When fogs occur every night for some time, the poisonous effects of the malaria soon begins to develope themselves.

The lands of the Illinois Central Railroad Company are generally regarded here as being held at very extravagant prices; and if they wait for purchasers among those who know the value of wild lands in the western States they will have to wait a long time. The Company was to get each alternate section along the line; but this was not always found practicable, as a portion of the lands had already gone into the hands of speculators. Both speculators and Company demand an extravagant price for lands in eligible situations: from $15 to $40 an acre, I am informed. Take them all in all—considering the absence of wood and water, the uncertainty of the climate, and the prevalence of malaria—I should say they are the least desireable lands in America for a settler to purchase.

The want of timber on these extensive prairies is severely felt by all who have been accustomed to have at their command an abundant supply for all puposes. I have only met one man, who with an experience of both hard-wood land and prairie, declared his preference for the latter; while I have met numerous instances of the contrary. Yesterday, for instance, I had a conversation with a farmer who had been born on timbered land, in India and who coming into this State, settled on prairie land near Dixon. He says that if a prairie farm be properly fenced—say in addition to ring fence, be divided into 20-acre fields it will cost about as much as it will to bring a woodfarm into cultivation; and I am satisfied that his statement can be showed to be correct from data furnished by the advocates of prairie over hard-wood farming. But as a matter of fact, the prairie farms, he assured me, are not generally fenced so that they can be worked to advantage. It frequently happens that the owners of a section of land—a mile square—combine to make a ring fence, around the section; thus the four farms are kept in common. Now every one who knows anything of farming in England is aware of the disadvantages of common fields even under the old fourfold system; but those disadvantages were as nothing compared to those which result from fencing farms in common in this State. Under the fourfold system a field of say 2,000 acres would only be cropped with grain every alternate year. Wheat would fellow a dead fallow; as peas or beans would fololw clover, or rye grass. Valuators determined the quantity of stock which each farmer interested was entitled to put into the field in the year in which grain was not grown; and there were no crops to be injured by cattle or sheep. But look at farming in common here. Four farms occupy a mile square. One farmer does not get his corn into the ground in time to permit of its ripening early or he is not able from sickness or other cause—and the time for gathering it is identical with the sickly season to reap as soon as his neighbor. In that case one of two serious inconvencies must follow: either his neighbors' cattle—supposing them to be turned into the common field—will destroy his corn; or the fall grazing will be lost by the frost blasting vegetation before the corn is reaped. If the farmer has a ring fence round his own quarter section, with a division of his farm into suitable fields, the same difficulties will occur, in a modified form. And if he fences as he ought to fence I believe the old Indian farmer is right in saying the cost with other expenses incident to prairie farming will equal that of clearing wood-land. Upon the whole, and after a trial of both, he said he would prefer wood land. A prairie farm is more convenient to work than a wood farm, for some years, owing to the absence of stumps; and other things being equal, it would for the same reason produce more grain; an acre of prairie land presenting a larger surface capable of bearing grain than an acre of wood land covered with stumps. But where only spring wheat can be grown, the productive capacity of a country like Upper Canada; and thus the advantage of climate possessed by the latter, must be added to that of timber. Then the question of water is an important matter, and must be taken into account. Where all the water that exists on a farm occurs in sloughs; which dry up in summer and leave malaria behind them; where there is no unfailing resources but wells, which have to be sunk from 20 to 30 feet, the disadvantage is so marked that a country so situated cannot be compared to one like Canada which abounds every where with living streams of pure water, from which, as a rule, malaria is not generated.

I met yesterday, in the railroad car, a young American from Knoxville, Knox Co., who was leaving this State on account of the unbearable cold of unchecked winter winds which all agree in describing as sweeping so remorselessly over the open prairies. Many persons have told me that these winds seem to pierce through those exposed to them; and the young man in question vowed last winter never again to expose himself to such discomfort, and he was carrying out his resolution, with the milder climate of Texas in his mind's eye, though not entirely decided as to what place he should try next.

## MINUTES OF LANARK COUNCIL.

Municipal Chamber, 24th Aug., 1859.

Pursuant to adjournment the Council met this day. Present the Reeve and Councillors Campbell, Matthie, and Moorhouse.

The minutes of last session were read and signed.

The following petitions were received and read viz:—

Of Dan. Wilson; R. McLaughlan and others; A Ramsbottom, and others; James Kankin and R. Lawson; Daniel Wilson and others; Thos. Gillespie; of Robert Anderson, praying to be detached from S. S. No. 3, and attached to S. S. No. 13, accompanied by a release from the Trustees of S. S. No. 3. A communication from the Receiver General's Office; the petitions of Peter Kerr and others; of Wm. Hogg and Michael Enwright; a communication from the clerk of Dalhousie Council; do from the County Clerk; do from John Doran; McLear & Co's account; the petition of M. Enwright and J. Sullivan, and of Jas. Scholard.

Mr. Moorhouse—Notice of motion for introducing a By law providing for the levying of a school rate for the present year.

Mr. Matthie—Notice of motion for introducing a By law, providing for the levying of a County and Township rate for the current term.

Moved by Mr. Matthie, seconded by Mr. Moorhouse, that this Council do resolve itself into a committee of the whole to consider the Township liabilities and the different petitions for grants of money, now lying in the hands of the Town Clerk, preparations to the levying of a tax on rateable property for Township and County purpose for the current year.—carried.

The Reeve appointed Mr. Moorhouse chairman of Committee on ways and means.

Committee adjourned for dinner.

Committee resumed. Present the Chairman and members.

Moved by Mr. Matthie, seconded by Mr. Moorhouse, that this Council do now resume regular business.—carried.

Mr. Matthie moved, seconded by Mr. Campbell, that the report of Committee on ways and means be now read—carried.

The report was accordingly read.

Mr. Matthie moved, seconded by Mr. Campbell, that the report be now received.—carried.

The order of Wm. Stead for labor done upon the Cross Road, between lots 15 and 16 5th con., was presented and read.

On the above order, moved by Mr. Moorhouse, seconded by Mr. Campbell, that the order be paid.—carried.

The following documents were presented and read, viz:

The petition of James Foley and J. Coulter, Trustees; of J. McHraith, do.; of Duncan McIntosh and others; the report of commissioners appointed to superintend the building of the bridge on the 12th line, as also the account of said commissioners for their services.

On the commissioners' report, moved by Mr. Campbell, seconded by Mr Moorhouse, that it be adopted—carried.

On the commissioners' account, moved by Mr. Campbell, seconded by Mr. Matthie that it be paid—carried.

On the petition of James Sullivan and M. Eawright, praying an additional allowance as remuneration for covering and railing the bridge on 12th line.

Moved by Mr. Matthie, seconded by Mr. Moorhouse, that the petitioners be paid the sum of £2 10s additional.—carried.

Mr. Campbell—Notice of motion for a reconsideration of the above resolution at next session of Council.

Mr. Campbell moved, seconded by Mr. Matthie, that J. Drysdale be now heard in regard to the statute labor of his division—carried.

On the petition of Robert Anderson, moved by Mr. Moorhouse, seconded by Mr. Matthie, that the prayer of the petition be granted—carried.

On the following School petitions praying special assistance, viz:—

| | | | |
|---|---|---|---|
| Trustess of S. S. No. | 6. | for | £18 |
| " " " | 10 | " | 27 |
| " " " | 13 | " | 40 |
| " " " | 9 | " | 27 |
| Union sec. No. 3 Lanark and Darling | 3 | " | 14 |
| " " " | 5 | " | 20 |
| " " " | 3 | " | 4 |

Moved by Mr. Campbell, seconded by Mr. Matthie, that the prayers of the petitions be granted—carried.

On the petition of Thos. Gillespie praying remission of statute labor and taxes for the current year

Moved by Mr. Moorhouse, seconded by Mr. Matthie, that the prayer of the petition be not granted—carried.

On the communication from the Dalhousie Council offering to grant £8 towards the repairing of the road from Archibald McDonald's to Kelso's Hill, on condition of the Lanark Council granting a like sum and agreeing to the appointment of George Blair to supervise the expenditure of the same.

Moved by Mr. Moorhouse, seconded by Mr. Campbell, that the consideration of the offer be deferred until next session of Council—carried.

On the petition of Duncan McIntosh and others, praying for a grant of money to be expended in repairing the plank cross lay on J. Wright's 25 acre lot, 3rd concession.

Moved by Mr. Campbell, seconded by Mr. Moorhouse, that Duncan McIntosh be authorised to fill up said place with stone, to the width of 16 feet, and to its present height, and cover on top with a layer of broken stones—carried.

On the petition of J. McIntyre and others praying a grant of £15 to be expended in repairing Gilless' Bridge.

Mr. Matthie moved, seconded by Mr. Moorhouse, that the prayer of the petition be granted and that J. Gilles be appointed to superintend the said repairs—carried.

On the account of Messrs. McLear. & Co

Mr. Moorhouse moved, seconded by Mr. Campbell, that the said account be paid—carried.

On the petitions of Jas Scholard and D. Wilson, the first praying to be allowed to purchase that portion of the 11th Line opposite lot 18; the 2nd, praying liberty to purchase the road allowance between lots 10 and 11 E. 5th concession.

Mr. Campbell moved, seconded by Mr. Moorhouse, that the petition be deferred for future consideration—carried.

Resolved that this Council do now adjourn until Friday the 2nd September next.

CHARLES MAIR,
Town Clerk.

## B. & O. RAILWAY.

The Road was opened to Almonte last Monday morning. A train leaves Almonte every morning, connecting at Smith's Falls with trains from Perth, arriving at Brockville at 11,50 a.m. and at Perth at 11 a.m. By this arrangement the Inhabitants of Arnprior, Pakenham, Almonte, Carleton Place, and Franktown, and the surrounding country, can leave their place of residence in the morning, proceed either to Perth or Brockville, transact their business and return, leaving Brockville at 4,35 p.m., and at Perth 5,25 p.m., arriving at their respective destinations the same evening. This must certainly be a great accommodation to the inhabitants of these localities.

Two trains run daily each way between Perth and Smith's Falls This will we are sure, be duly appreciated by the inhabitants of Smith's Falls; as they will now be able to arrive here in the morning, have ample time to transact business during the day, returning in the evening.

We should imagine that the road opened as far as Almonte must be a great benefit and convenience to the residents of the Ottawa, enabling them to reach either Toronto or Montreal much speedier than by going through Ottawa. We were informed that last Monday—the very first day that the road was opened—a gentleman left Arnprior in the morning for Toronto, which city he would reach the same evening; or, if desirous of going eastwards, have reached Montreal the same evening, besides remaining some four or five hours at Brockville. Now, if we are correctly informed, and we believe we are, if he had gone by Ottawa he could not have reached either of the above mentioned cities until Thursday evening. A saving of 24 hours' time by the Brockville & Ottawa route.—Standard.

## FATAL VANITY.

[Translated from the Salut Public Lyons.]

The waspish waist of woman has been so much praised, that every girl who has a tendency to precocious fatness is reduced to despair. Inexorable fashion with all its exaggerations, always absurd, forms laws to which our female submit with joy. In China where the smallness of the foot is considered a mark of rank, the Chinese girls resign themselves at their earliest years, to the punishment of the boot; and strive to be possessed of feet, with which they cannot walk. A volume would not be sufficient to recount all the stupidities with which fashion is chargeable.

A young girl of our city, of an honorable family, was on the point of marriage. Never before, did life present brighter hopes, than to her. She was young, innocent, beautiful, rich, and about to be married to a young man, whom she loved and by whom she was loved. All her promised happiness, all of a life of bliss, has been fatally lost. Her constitution inclined towards fatness and she had to undergo the jests of her young female friends. She received their jokes at first laughingly; then she become changed, her health was altered and two days ago she expired in the arms of her despairing parents.

There could be no serious motive for such a quick death—and, with grief, the parents resigned themselves to having a *post mortem* examination. They then found what they had never before suspected; her intestines were burned up by acids, which she had taken unknown to them, to stop the growing fatness, which reduced her to despair. The young girl died, the victim of a ridiculous vanity.

YET ANOTHER MURDER.—We chronicled one yesterday on the Sarnia Branch of the Great Western Railway, and one in Hamilton. Another homicide, the result of uncontrolled passion, we regret to have to record, on the authority of the Stratford *Examiner*. It says: On Saturday afternoon last, the town was thrown into a state of painful excitement by the intelligence that a well-known character, populary known as 'Sam Patch,' but whose real name was Samuel Patterson—had been murdered at Kelly's tavern, at the east end of the town, by a man named James Devlin. The deceased was a man of between forty and fifty years of age—followed the occupation of carter and laborer, and had long been notorious for his dissipated habits. He leaves a widow and several children. His assailant, Devlin is a pumpmaker, and has the reputation of being generally a well conducted man. Immediately after the fatal result he surrendered himself into the hands of the local authorities. In the evening an inquest was held before Coroner Hyde and a jury, when, after the evidence had been gone into, a verdict was returned "that deceased came to his death from the effects of a blow given by one James Devlin." Devlin was accordingly committed to take his trial at the next assizes for wilful murder.

CITY RAISED BOYS.—The New York Ledger is of opinion that a city is a poor place to raise boys in. It says:—

"There have recently been so many arrests of city youths for the commission of misdemeanors and crimes that have heretofore been considered possible only for men of mature years, that our philanthropists have become startled by the sad spectacle of juvenile depravity, and are anxiously trying to account for it. It strikes us that one need not'ry' much or long to account for what is as plain as the noon-day sun in a clear and sky. Given, first, a large city; secondly, boys born and brought up in said city, the result is certain. No matter what caremay be exercised over or restrains put upon the boys a greater or less proportion of them will become demoralized in spite of everything that can be done for their safety. They meet vice stalking abroad in most attractive garp day after day for months and years. They breathe miasma of moral death that, to some extent, pervades the whole atmosphere of the city, and which, if it happen to touch a vulnerable spot in a nature predisposed to dispoation, instils its deadly virus slowly and imperceptably into the very soul of the victim. The only certain remedy, therefore 'juvenile crimes in large cities,' is to remove the juveniles. If permitted to 'grow up in the city' there are many chances against their escaping the contaminating influences of the metropolis; and if they do grow up into decent men, their stupidity is pretty certain to be equal to their decency. City raised people are very like city raised vegetables: they are apt to be diseased at the root and wilted at the top.

NEWTPAPER POSTAGE.—Several of the Ministerial organs have commenced an outcry against newspaper postage. The Dundas *Warder*, a paper formerly conducted and owned by ex-Poster General, Hon. Robert Spence and now under the guida ce of his son, says, "The present time is really one of a newspaper crisis; one necessitous too in its character, and all entailed upon the profession by the reimposition of newspaper postage—a step for the sake of revenue deemed requisite by the Hon Sidney Smith." It evidently has an injurious effect upon publishers and our Ministerial coffrers are suffering as well as the opposition papers. It serves them right. Why did they not raise these voices against the measure in time. *Citizen.*

PANTHER.—A large panther which had for some time past been making free with the cattle and sheep of the farmers in the vicinity was shot at Russelltown, by Thomas Barr, on Saturday last. The brute was of a ferocious aspect, with formidable claws and a long thick tail; it measured six feet three inches from the point of the snout to the tip of the tail, and weighed eighty-three pounds. It is of a dark brown color, with a head like that of a tigar.

It was wounded first by a set gun, and afterwards pursued and killed by successive shots. One night last week it killed and partially devoured two yearling calves,

The carcass was brought to Montreal yesterday, and purchased by John Leeming Esq. for the Natural History Society.—*Advertiser.*

THE BLACK TONGUE—DEER DESTROYED BY HERDS—We learn that the disease known in the west and south west as "black tongue" is prevailing to