The Liverpool and London
FIRE AND LIFE
INSURANCE COMPANY.

THE Annual Report of the above Company for 1857 shows that they have:—

Cash paid in on Shares,	£198,422	0	0
Reserved Fund,	211,616	11	11
Life Fund,	831,269	13	10
Fire Re-Insurance Fund,	183,321	4	0
Accumulated available Resources	£1,666,629	9	9
The Premiums in Fire Risks in 1857 were,	£289,251	0	4
The Fire Losses paid in 1857,	165,249	7	0

New Brunswick Agency.

The above Company continue to insure from Fire, every description of Property,—their Premiums are moderate—and all claims are promptly adjusted and paid by the Agent.

The Company's Life Tables will be found to compare favorably with those of other Companies: One half of the Premiums may remain chargeable upon the Policy, if desired.

In addition to the above available Capital, there is no limit to the liability of the Shareholders, the security therefore is unquestionable.

EDWARD ALLISON, Agent.
May 21. 89 Prince William Street.

FIRE AND LIFE
ROYAL INSURANCE COMPANY
LIVERPOOL and LONDON.
Agency for New Brunswick.
Princess Street, Saint John.

Extract from the Sworn Balance Sheet of the above Company to 31st Dec., 1856, filed in the office of the Provincial Secretary, pursuant to the Act of Assembly 19 Victoria, Chapter 45.

ASSETS.

	Sterling.		
Loans and Investments on Freehold & other securities.	£412,464	16	2
American Investments,	34,764	7	0
Premises Dale St., Liverpool,	15,000	0	0
Do. Lombard St., London,	4,500	18	11
Cash due by Agents, &c.,	5,420	14	0
Do. do. in Bank,	2,243	19	6
Do. do. to meet unclaimed Dividends,	212	6	0
New York Branch,	33,600	18	4
Cash on hand,	290	10	9
	£538,376	12	9

CAPITAL	£2,000,000.		
Subscribed for,	1,856,100.		
Paid up,	278,415.		
Fire Premiums for the year 1856,	£161,733	9	6
Fire Losses for 1856,	68,905	10	9

All descriptions of property taken at fair rates, and losses paid promptly on reasonable proof of loss—without reference to the head Establishment

JAMES L. KAYE,
May 21, 1858. Agent for New Brunswick.

Mutual Insurance Company.

JOSEPH FAIRWEATHER, Esqr., *President.*

Directors—J. W. Lawrence, S. E. Foster, C. H. Estabrooks, John Anderson. *Solicitor*—J. M. Robinson, Esq. *Secretary*—Isaac Woodward, Esquire.

☞ Applications for Insurance against Fire to be made at the office of the Secretary, Wiggins' Brick Building, Princess-street. May 23.

To Farmers, Travellers, & Citizens.

THE Subscriber has refitted and renovated his Hotel to meet the Spring business, and where Travellers will find every comfort desired. He returns thanks for the very liberal share of patronage which has been awarded to him, and assures his numerous customers that every effort will be made as heretofore, to benefit.

His House is No. 15, Charlotte street, and reference is respectfully asked of former visitors.

Experienced Grooms always in attendance to see that Horses are properly attended to.

May 22. WM. YOUNG.

Furniture Ware-Rooms,
87 KING STREET.

THE Subscribers are constantly Manufacturing at their establishment, King Street: Drawing Dining, and Bed Room FURNITURE in the most modern designs, together with every article in the Upholstering Department, viz. Hair Moss, Grass and other *MATTRESSES* &c.

All of which they offer on the most favourable terms.

jan 23 6i. J. & G. LAWRENCE.

Valentine & Co.'s Express.

FIRST TRIP BY THE "EMPEROR."

VALENTINE & CO'S EXPRESS will leave this City on MONDAY, the 8th March next for Eastport, Calais, Portland, Boston, and other parts of the United States.

☞ All Parcels, Packages, &c., forwarded with dispatch.

ANSLEY & TUTTS, Agents,
March 5. No. 2 & 3 South Market Wharf.

Furniture & Upholstery Ware Rooms.
No. 87, Head of King Street.

DRAWING ROOM FURNITURE; DINING Room Furniture; BED ROOM Furniture—of different designs, in Mahogany and Walnut.

—ALSO—

HAIR MATTRESSES; MOSS MATTRESSES, GRASS MATTRESSES; STRAW MATTRESSES.

—ALSO—

Cheap CHAIRS and BEDSTEADS, in great variety. For sale by the subscribers.

March 12. J. & G. LAWRENCE.

Mirror Mantles and Register Grates.

THE Subscribers would call the attention of the public to those inimitable MIRROR MANTLES with REGISTER GRATES and Summer Pieces to match, now manufactured by them, at a glance of design and beauty of finish cannot be surpassed. They are preferable to the Marble Mantle as they are not so easily injured, cannot be stained, are more elaborately ornamented; very highly polished, and sold for a much less price. Specimens can be seen at No. 17, Water Street, or at the old establishment on Portland Bridge.

Several New and Elegant patterns of REGISTER GRATES, Fronts just completed, and for sale by

HARRIS & ALLAN.
St. John, March 5, 1858.

NOTICE.

SEASONED PINE LUMBER of every description, large and small, SCANTLING, REFUSE BOARDS, and DEALS, LATHS and PICKETS. For Sale at No. 1 Lumber Yard Jeffery's Hill, FROST & CO.
St. John, May 12, 1858.

WILLIAM H. LESTER,
GROCER and Provision DEALER,

CORNER PRINCESS AND CHARLOTTE STREETS.

Goods sent to all parts of the City free of charge September 19, 1858.

NEW GOODS—*per Lampedo:*

The Subscribers have received by the above packet ship a part of their Spring Stock of

Woollen and Cotton Goods,

—ALSO—

10 BRLS. Crushed SUGAR—[McFee's;]
1 Cask Poland STARCH;
Barrels Carbonic SODA;
2 Cases FISHING THREADS;
" HARDWARE, &c. &c. &c.

For sale at the lowest Market rates, by

May 7. L. H. DEVEBER & SONS.

LIVERPOOL OAKUM.—Landing ex "John Duncan"—5 Tons Liverpool OAKUM. For Sale by JOHN WALKER,
Jan 26. Ward-street.

Dr. Duff on Lucknow.

It is now that one begins to realize the fact that righteousness is as positive and attribute in the Godhead as mercy, and that retributive justice has its claims as surely as compassion—that the world is really under a moral government—and that, however great the clemency and the long suffering of the Supreme Moral Governor, sooner or later the thunderbolt of his righteous vengeance will smite into the dust guilty cities and nations. More than once I have alluded to Lucknow as perhaps the wickedest city in India. Apart altogether from recent mutinies and massacres, it was, in strictest literality, a very Sodom and Gomorrah of iniquity. The hard-won earnings of ground-down and tortured ryots and villagers, the spoils of cruelly-ravaged districts and provinces, were there consumed on monstrosities of wickedness and vice which might almost put Pandemonium itself to the blush. And it now looks as if the prophetic cry once raised over guilty Babylon may soon be raised over the guilty capital of Oude—"How is Lucknow become a desolation among the nations!" I would not be surprised, however, if a whole host of puling artistic sentimentalists would raise a doleful lamentation over the downfall of Lucknow.—For there, as at Rome, the arts of painting, statuary, and architecture, flourished along side of abominations worthy only of the bottomless abyss. It was a city of palaces, mosques, mausoleums, and magnificent gateways, adorned by all that could be achieved by the most consummate skill of Oriental painters, architects, and statuaries. Mohammedanism, in this respect, had done for the world—Both have carried the arts of regaling and luxuriating the sense probably the highest perfection attainable on earth; while both have in equal proportion succeeded in drying up the fountains of spirituality, and in banishing the very conception of the need of it from men's minds. The only city in India which, for aggravated wickedness and vice, should be named along with Lucknow is Delhi—both essentially Mohammedan, and both scourged as no other cities in India have been yet in our day. And when I thine of the monstrous systems—theoretical and practical, which the public edifices both of have symbolized and tended to perpetuate, much as I have admired their outward beauty and gorgeousness, I confess that I could gave at the ruins of them all without one feeling of regret. It is surely high time that the moral and the spiritual should gain the ascendancy in men's minds over the sensible and the physical; and that no degree of merely sensible and physical beauty should be allowed to atone for the absence or annihilation of the moral, the spiritual, the divine. There is another respect in which I have often been struck with the parallelism between Popery and Mohammedanism, and that is, the fascinating spell which both appear to exercise over the souls of numbers who are not the votaries of either.—Each seems to carry a cup of sorceries wherewith to entice, subdue, and intoxicate the worldlings of all creeds and nations. Our Indian rulers and their subordinates have hitherto, for the most part, acted toward Mohammedans as if under some secret bewitching influence from their system. And have not British rulers at home acted a like part towards Romanists, as if under the fascination of some spell emanating from their systems? Both are virulently anti-Christian systems; and yet professedly Christian men have succumbed to both, as to some mysterious powers of enchantment. Repeatedly and through various channels, I have endeavored to draw attention to the fact, that of late years the Government patronage of Popery in India has been stealthily on the increase. Of late it has been announced here, that in certain quarters Government has assisted in building Popish chapels, that Popish chaplains have been sent out from England at salaries of rs. 150 per month—and that in addition to their ordinary pay, there is to be a special allowance of rs 5 per day, for the extra expenses of living and moving whenever they may be serving along with troops in the field. Now, there is very little consistency in raising the hue and cry in Great Britain about the truckling of Indian rulers to Brahminism and Mohammedanism, if British rulers at home are to be allowed with impunity to exhibit the same truckling to Popery amongst us. Why should not Lord Shaftesbury, or Mr. Kinnaird, or some other Independent Member of either House of Parliament ask for returns on this subject, that the British public may at least know what is really doing *in their name*?

CANADA, AS AN OUTLET TO THE OCEAN.

(*From the London Morning Chronicle.*)

"As the discovery of the passage to India round the Cape of Good Hope completely changed the course of trade between Asia and Europe, so in our times on the North American continent we may witness a revolution of a character scarcely less important which will render the ports of the St. Lawrence the main conduit of the produce of the north-western states of the American Union, superseding the Erie Canal and the harbour of New York. The Canadians already speculate on the junction of the Atlantic and Pacific by a railway stretching from the St. Lawrence to Vancouver's Island, through British territory; and they are actually preparing to connect the Ontario with Lake Huron by a ship canal.—They calculate on transporting to Europe the agricultural products of a million and a half of square miles, lying around the great lakes, with the region west and north-west, where all the grains and grasses are capable of growing luxuriantly, where flocks of sheep will yield rich fleeces, and fat beeves reward the enterprise of the grazier. The line of coast formed by the margins of the lakes is upwards of 4,000 statute miles, and the region above the lakes, organized into the North-Western Territory of 1787, now imbraces the states of Illinois, Indiana, Ohio, Michigan, and Wisconsin, and it is proposed to divert the whole of the enormous and annually expanding trade of these vast countries through the channel of the St. Lawrence for shipment to Europe. Nor is the scheme visionary, but has many recommendations, among which relative distances are prime elements. The distance from Quebec to Liverpool is 475 miles less than from New York to Liverpool. Kingston, at the foot of Lake Ontario, is 125 miles nearer Liverpool than New York is. From Hamilton, at the head of Lake Ontario, is the same distance as from New York to Glasgow. From Lake Ontario, Erie, and the southern point of Huron, is nearly a straight line to the ports of Great Britain, through the St. Lawrence and the Straights of Belle Isle.

The sagacity of Washington saw this possible revolution in trade. In writing to a member of the national legislature, he urged the policy of preventing "the trade of the western territory from settling into the hands of either the Spaniards or the British." "If," he observed, "either of these happen, there is a line of seperation drawn between the eastern and western country at once, the consequences of which may be fatal. * * * * * If, then, the trade of that country should flow through the Mississippi or the St. Lawrence—if the inhabitants thereof should form commercial connections which we know, lead to connections of other kinds, they would in a few years be as unconnected with us as are those of South America. It may be asked how are we to prevent this?" In answer he recommends the extension of the inland navigation of the eastern waters, connecting them as nearly as possible with those which run westward; the opening of these to the Ohio; of those which extend from the Ohio to Lake Erie; and, these points accomplished, then he considered that his countrymen would not only draw the produce of the western settlers, but the peltry and fur trade of the lakes.

As soon as the war of independence had been brought to a successful termination, the citizens of the new republic desired to reach the unexplored territory of the west and utilise its natural resources. The plan proposed was by the construction of canals, and Washington himself projected a plan, which was to stretch to the west by ascending the Potomac. But this effort and some others failed, because public opinion was not sufficiently advanced, or because capital was wanting. At length the genuis and energy of De Witt Clitton, whose name will ever be honoured as one of the most eminent benefactors of the United States, conceived and executed the plan of the Erie canal connecting New York with Buffalo; and by this channel American enterprise had access to the western territory. The canal is 363 miles in length, and 7 feet in depth. The original cost was $7,142,780, and the enlargement $12,989,851, being at the rate of £13,365 sterling per mile. This truly magnificent work was commenced in 1817, and finished in 1825, and it is a remarkable proof of the spirit of the population of the State of New York, which then only numbered 1,300,000 souls.

The British Government, perceiving the value of internal trade to Upper Canada, constructed the Welland Canal, which connects the Lakes Ontario and Erie. The length of the main trunk is 28 miles; the junction branch to Dunville 21 miles, and the Broad Creek Branch 1½ miles, making altogether 50½ miles. It is not sufficient for the traffic lying around Lake Erie, and now it is proposed to carry a ship canal from Ontario to Huron, a distance of 100 miles, by which the commerce of all the lakes would be brought into direct communication with the St. Lawrence. With equal spirit the merchants of Chicago are prepared to cut a canal 140 miles in length through the Southern part of Michigan, to avoid the dangerous navigation of the St. Clair Flats, which connect Huron with Erie. The position of Chicago for commerce is most commanding. It is the principle trading part of Illinois, standing on the South-Western bend of Lake Michigan, at the head of navigation, as regards the lakes. Its rapid advance is a wonder, for in 1833 the Red Indian built his wigwam on its site, and the stag, free and fearless, bounded over its plains. Lake Michigan opens to Chicago the trade of the north and east, while the Illinois and Michigan Canal gives it the trade of the south and south-west, traversing about 100 miles to the head of steamboat navigation on the Illinois River. It opens a water communication of 1,700 miles to the Gulf of Mexico, and completes an inland navigation of 3,200 miles to the Gulf of St. Lawrence, by way of the lakes, the Canada canals, and St. Lawrence River; and also by way of the lakes, the Erie Canal, and the Hudson River, to the city of New York, a distance of 3,100 miles. The country surrounding Chicago, a mixture of woods and prairies, diversified with gentle slopes, and irrigated with numerous clear streams, is the most fertile and beautiful that can be imagined.

These rich territories demand an outlet to the ocean to avoid the heavy cost of transshipment, and this can be effected by the junction of the Ontario and Huron by a ship canal. Goods could then be conveyed from Chicago to Liverpool and Glasgow without breaking bulk, and the same vessels that carried the agricultural products of the Far West to Britain would be freight back with our manufacturers. By this route the Erie Canal and the trading emporium of New York would encounter a formidable rival, and the fears of Washington might be realized. On these combinations Canadian energy has fixed its attention, and is eager to seize the advantages that present themselves both by land and water, by railways and canals. The Grand Trunk Railway, with an ocean terminus at Portland, in the state of Maine, never frozen, and the Great Western Railway, are munificent undertakings; but when the ice does not impede, a complete system of canals, giving a continues passage from Chicago through the St. Lawrence, must bear away the palm. We are not writing of any distinct future. All the facilities we have described are now available, and indeed many exist, for already a voyage has been made through the lakes to Liverpool, through the Welland Canal to Liverpool, though the vessel was of moderate burden; but a ship canal from Ontario to Huron of ample depth would completely revolutionize trade. Such are the brilliant prospects dawning upon Canada, and such are the new markets which may be opened up to our manufacturing industry. The inauguration of a Conservative Government having released us from the turbulent rule of lord Palmerston, we may now hope to live in peace with our neighbors, and devote our thoughts and energies to the development of the useful arts, both in India, and throughout our colonial empire."

THE PROGRESS OF AGRICULTURE.

Forward! forward! was the watchword of one, who for a quarter of a century held almost the whole of Europe in abject submission to his iron will. In taking leave of the old, and welcoming the new year, we shall use this signal in a far different and more beneficial sense—that is, if to promote the welfare of mankind, and render the means of subsistence more accessible to the masses be preferable to spreading misery and destruction among them. We apply it to the progress of agriculture, and call upon the cultivators of the soil to adopt it as their principle—not to rest satisfied with past attainments, but to bear in mind that the extent to which improvement may be carried is indefinite, and that every fresh advance in its career opens up new sources of power.

In the cultivation and general management of the land a great advance has been made. Twelve months ago the subject of steam-ploughing was warmly debated and many practical men were of opinion that, owing to physical impediments, it never could become of great utility. We, however, then spoke of it as a prospective victory; and its practicability has since been demonstrated by Fowler, Boydell, and others. The American reaper and the thrashing machine have received important improvements at the hands of various machinists. The general labor of the farm has been facilitated and rendered less onerous and expensive by the modern improvements in implements long in use. And thus the produce of husbandry, aided by the machinist, have been largely accelerated. The management of the land, too, has occupied the attention of agriculturists; and if the vexed question of deep and shallow drainage is as unsettled as ever, the general principle is far better understood. It is by collision that sparks are produced from flint and steel, and it is equally by the collision of opinion that truth is elicited. When practical men cannot agree upon such points a Way or a Nisbet steps forward, and by laying down general rules, and applying the principles of science to the subject, goes far towards showing that both may be right; and that the differences of opinion may arise from a want of consideration of the different conditions of the soils, situations, and and other elements of the land to be operated upon.

In the productions of cereal and other crops, a great improvement has been effected by the more general and increased application of chemical manures, the nature and value of which have been defined and explained by our agricultural chemists. To apply the right manure to the right crop is as necessary on a farm as to have "the right man in the right place." Science if not yet understood by farmers generally, is now appreciated by all, and an anti-book farmer would find himself as much out of place at an agricultural gathering as an Anti-Bakewell Leicester sheep, or an Anti-Colling's shorthorn. Under the new system, cereal crops are now produced to an amount which no man would have credited fifty years ago; which no one now believes the maximum of production has been reached.

In the breeding and grazing departments of the farm, if there was not much room left for material improvement at home, we have the satisfaction of knowing that the character of our British breeds of animals has excited the spirit of emulation abroad. Large purchases of breeding cattle and sheep have been made by foreigners at fabulous prices; whereby English breeders have reaped an additional and somewhat unexpected advantage from their efforts. Thus, the Bakewells, the Collings, and their successors have proved benefactors not only to their own country, but to every civilized nation on the globe. The British races of Shorthorns and Devons, of Leicesters and Southdowns have now acquired a world-wide extension as well as fame.

But, whilst the prosperity of the agriculturist has thus been largely promoted by the improvements effected in every department of the farm which has been the case in regard to the mental progress of the farmer himself! He has become convinced at last, that 'knowledge is power,' and that an understanding enlightened by education is safer to trust to, or to be trusted, in any employment, than even 'the wisdom of our ancestors.' If we may judge by the manner in which a great number deliver themselves at public meetings, we should say decidedly that a vast improvement has taken place in this respect, and that the present race of farmers are as superior to those of the last century. In fact, the education of the farmer is now a physical as well as a moral necessity.—Without it, half the material changes in agriculture would be rendered nugatory by the want of skill and knowledge to avail themselves of them. Nesbits distributed throughout the country, to demonstrate the superiority of scientific knowledge to that of mere practice. We must confess that we are in a transition state at present, and must look to the rising generation for that full and general development of mind—destined, as we firmly believe to convert the farm into a chemical laboratory and the farmer himself into a man of science.

GREEN CORN FOR SUMMER FEEDING.—As every farmer knows there is a season in midsummer when pastures become parched and brown, and cows fail in both flesh and milk. Some consider this a necessary evil against which no provision can be made but all do not so consider it. Some farmers so we happen to know provide against this time of scarcity by planting corn for summer feed—They often use the Southern yellow flat corn, manure the ground well, sow in drills three feet apart leaving it so thick in the drill that no stalk will grow more than an inch in diameter. In this way they secure fine succulent food for their stock from the last of July to the middle of September. The cows keep in good flesh, and the butter and cheese show no abatement. This corn answers well also for dry fodder though the difficulty in curing will prevent its general use on a large scale. The advantage of this corn over common Northern varieties is that more of it can be raised on the same ground and that it grows faster. Plant about the middle of May, June 5th and June 20th, for a succession of tender feed through the summer.—*American Agriculturist.*

THE PROPOSED CONFISCATION IN INDIA.—We find in the New York *Evening Post* the following letter, stated to be from a New York gentleman, who spent five months in India during the early stages of the revolt, and who has had rare opportunities of learning the merits of that controversy.—"The understanding which prevails with regard to the punishment proposed to be inflicted upon the prominent rebels in Oude is likely seriously to prejudice public opinion. If the following facts were more generally known, a great deal of misapprehension would have been avoided both in England and this country. In the firt place, the *confiscation* proclaimed by Lord Canning is as different as possible in its effects from any similiar measure in England, America or any other country where the *fee* of the land is in the hands of the *people*. In India the fee is in the hands of the sovereign, whoever that may be, and it is held by Indian law and custom, that the sovereign cannot divest himself of the fee; so that the Zemindars of Oude are really only tenants of the Company, just as under the native rule, they were tenants-at-will of the King. The practical effect of the proclamation, if carried out, would then only be to transfer the laboring classes of Oude from being tenants of native landlords to being tenants of the East India Company—than which, all who know India will allow, no greater blessing could happen to the wretched cultivators, who have been oppressed by their native landlords to a degree which far exceeds our conceptions, and quite surpasses anything that we know of the feudal ages in Europe. The measure, then, so far from being oppressive to the laboring classes,—the people proper—would be of the greatest benefit to them, and would, if carried out, only fall heavily on the feudal lords whose oppression and lawlessness have almost ruined one of the finest countries in India."

A MALE NUN.—For the last forty years, in the quiet old tumble down city of Versailles, inhabited by decayed Legitimist families, a lady dressed in the garb of a seminonastic style was known to pursue the even tenor of her way, received into the local circles of aristocracy, and in receipt from a noble family 6000 francs annuity, as ex-abbess of a suppressed monastery. At her death this week she turns out to be a man. The real abbess must have died in emigration, and a swindler of the rougher sex getting her papers has personated for near half a century. The name of the deceased androgyne was Countess de Solege de Linge. The matter makes no noise; people only shrug up their shoulders.

The Chronicle.
St. John, N. B., June 23, 1858.

EMIGRATION.

We have a fine Province, with millions of acres of land admirably adapted to sustain a population of a million of people; and yet while it constitutes the only available capital of the country, the men to whom is entrusted its management are doing nothing to facilitate its settlement. Thousands of acres are already locked up by individuals who expect to reap a golden harvest when roads shall be made to pass through it at the expense of the Province. All lands in this Province ought to be subject to an annual tax, as it would prove a salutary check upon those men who have facilities for discovering where the choice lands are located and who thus become their purchasers. If the government would sell none except for actual settlement, or subject to a tax until improvements are made, they would be doing a good service to the country. After doing this, they ought to go further and take steps to make New Brunswick known. She is a total stranger almost: Canada is known, while her existence would be information to nineteen out of every twenty in Europe.

The party in power have done nothing whatever to bring about the settlement of the Province excepting the paying of a grant of £200 for that object. Having that at their disposal, they appear to be at a loss to know what to do with it.—Some say they have promoted the office of Emigrant Agent to several persons, but as only one can fill it, they think it the safest course to give it to no one.

New Brunswick is truly blest with a model government. They boast of having sprung from the people. The sooner they return to their original element, and lay aside the robes of office which they so ingloriously wear, we are confident that the great bulk of society believed it will be not only to their credit, but to the manifest advantage of the country at large.

HOME AGAIN.—After an absence of nearly a month, the Provincial Secretary has returned to his post. His motive for going away, just at the time he left, viz:—the day before the grand opening of the Rail Road to the nine mile station, (an object which appeared to have been considered of sufficient importance as to lead to the desecration of the Sabbath for several proceeding weeks,) and one day after the warrant was prepared for him, upon the receipt of which he was required in accordance with law to issue the writ for an election immediately. We cannot but think this step on his part a high handed one, and that the end sought to be attained thereby will not be secured; anything like strategem on the part of those in power for party purpose, will not meet with the approbation of the well diffused, and right-thinking men. Straight-forward dealing, while not only the most honourable, will always be found in politics, as in trade, the best way to win as well as retain public confidence:—that constitutes the capital of the statesman, and when deprived of it, he is shorn of his strength, and appears to the country at large in the unenviable position of a political Bankrupt.

THE WAY WE ARE HUMBUGGED.

"Hampden," writing in the *Freeman*, enlightens the public as to the way they are swindled by the great Railroad officials, and among many of the sort, recites the following paragraph:

"I have now arrived among the Freight Ships—the sapient editor of the Times must have studiously stopped his ears, or he must have heard some of his mercantile acquaintances from St. John last winter descanting upon their merits. One of them, a ship-owner, said he would have been glad to have had the privilege of a load of Railroad Iron for one one of his ships from Liverpool to St. John at 10s. per ton, and upon being asked if the freight had been put up to competition whether vessels could not be found coming out in ballast glad to get it at 7s 6d per ton, declared his conviction that they could. Now for the Montezuma, which ship, of 900 tons, brought between 400 and 500 tons of rails and chairs to Studias at 17s 6d per ton; this the freight master blandly says is true, but pronounces with unblushing effrontery the Salt and Deal story false, and refers you, with an indignant flourish of candor, to the owner of the ship, Mr. Wm. Leavitt, for enlightenment; but, Sir, you can spare yourself the trouble, for Mr. Leavitt has already made known that before he would get the freight of the Railway Iron at any price, he had to engage to take a cargo of deals back from Commissioner Scovil at 60s sterling per standard hundred, being at least 10s lower than the current rate, and 267 tons of salt out at 7s 6d per ton, thus leaving the Commissioner a clean £380 sterling profit on the transaction. I was led into a very small error on the salt freight by a northern merchant who treated in England for the freight as stated, and salt free, but who disdained the humbug of deals to Liverpool at 60s."

How long will the people look quietly on, and know they are swindled in this fashion?

☞ We have received from Mr. B. O'Brien, King Street, the New York "Ledger," and the "Atlantic Monthly" for July—the latter an extraordinary cheap and interesting publication. Also, the "Illuminated Family Magazine" containing the latest female fashions, and the biggest "hoops" out.

☞ The passengers by the steamer *Emperor* from Halifax, made their passage in 9 hours, running time. The Steamer was detained 2 hours at Parrsboro, which makes the whole time between here and Halifax 11 hours. So much for railroads and fast steamers.

MORE CONNIVANCE.—It has been the intention up to quite a recent period to have a Station House at Groom's Bridge, 26 miles from the city, which forms a junction with the road to Hampton, Little River, and Back Settlement. That spot is most desirable, not only for the reasons assigned, but also from the commanding view of the country round. Rumour has it, and this time it will be found to be correct, that Geo. R. Fenety, of the Morning News, and a few more in the Smasher interest, have succeeded in getting a spot which is truly a Dismal Swamp, selected to build the Station House upon. The reason is, that they have land in that vicinity. The commission have promised to assist them with funds set apart to build and equip the railway, in making a road from their land to the station house. When will imposition cease?

ANOTHER LOCOMOTIVE.—The Smasher Government, true to their principles, have imported from the United States another locomotive—not only at a time when it is not required, but when a large number of mechanics are suffering for the want of employment,—men who are quite competent to manufacture an article equal to any thing that can be made abroad. The construction of our public works will be found to be more serviable to the artizans of other countries than to our own, and that from the fact that the men in power have but little sympathy with those who live by daily toil. They are quite blind to the fact that it is labour which lays at the foundation of the greatness of every country. That the Chief Commissioner of Railroads should prefer sending orders abroad for Locomotives, in place of having them made here, does not surprise us, as it is only following a course he has pursued ever since he has been in the Province. If it is true what Mr. Fisher said, that £10,000 per annum can be made out of the office, we believe it can be the better accomplished by importing what is required, than by having the article manufactured on the spot.—That there are some men making fortunes out of the enterprise, there is but little doubt, and that the present public will have, and the generation after them, to bear the burden, is a matter not less certain. It is the duty of every man to ponder on the present state of things; timely action may do much to avert, what if left unarrested will prove a mill-stone around the neck of one of the fairest portions of the Crown appendages.

BENEVOLENT.—*Still they come!*—There was a time, when to occupy the position of a member of the Commission of the Peace, was very truly and justly regarded as a post of honor. Unfortunately that day has gone; the wholesale manufacture of magistrates which takes place at almost every meeting of the Government, is fast bringing the office into disrepute. Within the last four years the number of Magistrates in New Brunswick have been more than doubled, while our population has remained entirely stationary. The qualification sought now in the person to be invested with authority, is too often only "a good canvasser." A man may be a proficient in that business and yet entirely destitute of any of the points which ought to be found in a Magistrate. If the government go on at the present rate of appointing, we shall soon find it a difficult matter to obtain a sufficient number of men to act as jurors.—We hope to hear of no more of this kind of work, for it is only degrading a position which ought to be an object of ambition to the best minds of the country. Our present rulers are only actuated by one feeling and one idea, and that is Office. Of their incompetency it is needless to write, as it is on the tongue of almost every man. Of their action, their best friends are ashamed, and are fast dropping away from them. One thing all are agreed, viz: that their reign is fast drawing to a close. When they go into retirement, and have time for reflection, they will then learn the extent of injury they have done.

ELECTION.—The Writ for the election of a member for the city of St. John has been received by the Sheriff. We understand that Friday the 9th July will be nomination day, and the following Tuesday the day for the election. The opportunity which many have longed for will soon be at hand, and the Government will then learn the estimation in which they are held by the first constituency of the Province. Whom they will select as their candidate does not seem to be fully agreed upon; whoever he may be, of one thing he can rest assured, he will meet with a signal defeat, for it is too much to ask of the Electors of St. John at the present time to endorse the conduct of the government, either individually or collectively. No sain man can approve of their actions; it will be some comfort however for their candidate to know that according to their practice, defeat is the chief gratification for office, therefore if he loses the *seat*, he may get a *place*.

ARRIVAL OF THE VANDERBILT.

The Vandesbilt sailed from Cowes on the 9th, off Cape Race, at 5 a. m. June (16th?)

Insurrection in Candia.

Sir Hugh Rose defeated the rebels, killing 400. The rebels are making another stand at Calpee.

Nana Sahib attempted to escape to Central India

A detachment of Europeans and Ghoorkas repulsed in the mountains.

Despatches from Pekin direct the Plenipotentiaries to return to Canton, as the new Commissioner is gathering forces to re-capture Canton.

The London papers contain interesting remarks about the British outrages on American vessels.

Fearful eruption of Mount Vesuvius.

The French squadron in the Adriatic.

Return of the French Ambassador from Spain.

The insurrection is increasing. Five other districts of the Isle (Candia?) have risen.

Interesting details connected with the Atlantic Telegraph.

DePene, the editor wounded in a duel, now much better.

Money Market unchanged. Wheat and flour dull and lower. Cotton dull Coffee firm. Rice heavy. Molasses very active.

THREE DAYS LATER FROM EUROPE.

ARRIVAL OF THE PERSIA.

The steamer PERSIA which sailed from Liverpool on the 12th instant, arrived at New York on Tuesday night.

The Atlantic Telegraph fleet sailed on the 10th.

A discussion had taken place in Parliament regarding the search of American vessels, in which it was conceded by Mr. Disraeli that a question of an embarrassing nature had arisen, but nothing tending to hostile demonstrations.

The extraordinary military and naval preparations of France were also brought up, but the Government asserted that the two countries remained on the most amicable footing.

The Cagliari affair is settled.

INDIA.

Dates from India have been received a fortnight later. Rohilcund is entirely in the hands of the British, and an attack on Calpee was expected in a few days.

The British arms were entirely successful.

MARKETS.

Consols 95 7-8 to 96. Breadstuffs declined. Sugar firm. Tea in little demand; common Congou, 16 1-4

ORANGEISM.—The Grand Lodge of New Brunswick held its Annual Meeting in the Orange Hall, Woodstock, on Tuesday last. Deputy Grand Master, Leonard R. Harding, Esq., presided in the morning, in the absence of the W. G. M., who did not arrive till the evening. The following is a list of the Grand Officers elected:—Hon. J. Earle, R.G.W.M.; Geo Anderson, Esq., Grand Treasurer; John McCausland, Esq., G. Secretary; Mr. W. H. Stevens, Dep. G. Secretary; Rev. G. Spurr, Grand Chaplain; J. Parent, Esq., D.G.C.; William Gray, Esq., G. Lecturer and President of the Grand Committee; Mr. J. C. Woods, D. G. L.; L. R. Harding, Esq., D. G. M. for Carleton; Mr. Wm. Grieves, D.G.M. for York; A. Baird, Esq., D.G.M. for Victoria; Mr. Joseph Woods, D.G.M. for St. John; W. E. Hoyt, Esq., D. G. M. for Sunbury; Mr. Geo. Simpson, D. G. M. for Queens; John Currie, Esq., D. G. M. for Kings. The Woodstock *Sentinel* says of the meeting:—

"The attendance of members and visitors from various parts of the Province was unusually large, and the proceedings marked by an admirable degree of unanimity in the desire to further and develope the grand objects of the Orange organization—Loyalty to the Queen and Constitution of our country, and Brotherly Love for each other and mankind. A large amount of business was disposed of, although the session occupied but one day."