ST. JOHN AGRICULTURAL SOCIETY.

At a meeting of the Directors of this Society at the Office of M. H. Perley, Esq., on Thursday the 4th instant—

The subject of Draining having been brought under discussion, it was stated that the Agriculturists of Britain appear to be almost unanimously of the opinion that thorough draining is the first step in successful farming. It has now become evident that by this means, land is not only easier worked and earlier ready for the seed, but that the crops are healthier, more abundant, and fully three weeks sooner ready for the sickle than before.

It was also stated, that while in this country, owing to the want of available capital amongst agriculturists, much could not be expected to be done in the way of draining, yet, so long as farmers chose to remain in the country, and had to depend on the cultivation of the soil, more or less, for a supply of food, it were well that they should adopt the best and most profitable way of doing it.

In view of these circumstances the following Resolutions were put and adopted:

Resolved, that a special Premium be offered for the best Report, founded on experiments in thorough Draining.

Resolved, that the Directors are of opinion that from the abundance of labour at the disposal of the Commissioners of the Penitentiary, Almshouse, and Lunatic Asylum, much service might be rendered to the interests of Agriculture if the lands attached to these institutions were cultivated in the mode which science and experience have fixed upon as the most advantageous;—not only might their lands become models for the surrounding country, but a considerable part of the food required by the inmates might be produced by their own labour: *Therefore Resolved*, that Messrs. Jardine, Hazen, and Perley, be a Committee to wait upon the Commissioners and press this subject on heir attention.

The Directors being of opinion that Broom Corn might be grown advantageously in this Province: it was

Resolved, that two barrels of seed be imported and distributed through the country next season; also that the Corresponding Secretary obtain information of the mode of cultivation, and have it circulated.

The following special Premiums and conditions were then agreed to:

For the best Report on Draining, founded on experiments made in this County, in conformity with the annexed conditions, *Ten Pounds.*

For the second best, *Five Pounds.*

For the third best, *Two Pounds Ten Shillings.*

CONDITIONS.—A portion of upland, not less than half an acre, to be drained early next summer; the drains to be three or four feet deep, and twenty feet apart, running parallel and emptying into a main drain, sunk at a lower level, and six inches deeper than the others. The land to be afterwards ploughed to the depth of twelve inches, and after a light manuring, to be sown with turnips, barley, or buckwheat, and ploughed again in the fall. The next season to receive a dressing of *well-rotted* manure—at least fifty-two horse loads to the acre—and after sufficient ploughing and harrowing to bring the soil to a fine tilth, to be sown with turnips, carrots, beets and cabbages, or either of them, in drills. When the crop is out, after a dressing of sixty bushels of quick lime to the acre, to be ploughed. The third season, to be sown in April with wheat or barley and grass seed.

The Report to give in detail the mode and cost of these operations, and the amount and value of produce; also, for the purpose of showing the profit or loss arising from this new mode of farming, a similar account of the crops from a portion of the same field, to be cultivated in the ordinary manner.

The Report to be furnished in October, 1851.

Directions.—The drains may be opened to the depth of twelve to eighteen inches with the plough—then sloped down to six inches wide at the bottom. As there are no draining tools here, a shovel should be ground to a point of five inches for the last shovelling. After the drain is thoroughly level and clean—in absence of tiles—broken stones should be laid carefully in, by hand, to the depth of fourteen inches, on inverted sod laid on the top, and the clay or soil closely packed down. The filling in and levelling should be done with the plough. The main drain should be twelve inches wide at bottom, and have a pipe formed, with eighteen inches of broken stones on top. Cedar or fir branches may be laid on top of the stones in the main drain.—The cost of opening and closing drains in Britain is about 7d per rod: in this county, drains have been opened at 6d. per rod;—opening, filling and closing would probably average a shilling per rod—but with the assistance of the plough, considerably less.—The first ploughing may be done with a common and subsoil plough, with two common ploughs following one another, or the ground may be trenched.

Observations.—As a knowledge of the effects intended to be produced by these operations, will enable the Farmer to work understandingly and intelligently, it may be observed that land in its ordinary state is saturated with water coming from the bottom upwards, and is therefore not only impervious to the air, but cannot even be penetrated by the rain, which flows over the surface, and instead of adding to, carries off the nutritive particles from the soil. Manure and lime are, comparatively, inoperative on land in this situation, and from the coldness and sourness of the subsoil, crops are weakly, subject to disease and the attack of insects, and liable to injury or even destruction from vicissitudes of the season—from all which diseases and accidents, a state of vigour and high health is the only preservation.

After thorough draining, the till in immediate contact with the drain first parts with its moisture—the place of which is supplied by air—and becoming porous, it forms a conduit for the moisture of the next adjoining portions, and so the process goes on until the whole land becomes dry to the surface. Being thus porous, every shower adds fertility and heat by percolating slowly through the soil until it reaches the drains, leaving in its progress the rich stores of carbon and ammonia which it had derived from the atmosphere.

The earth also becomes more capable of decomposing the vegetable remains and manure deposited in it. In other words, it is enabled to digest the food supplied, and furnish the plants with the life-blood necessary for their vigorous growth.

It may also be noticed, that by the old mode of draining, the drains being either shallow, or stoned up nearly to the top, the surface water found its way in, and eventually filled up the drains with sand and gravel. By this new mode, a small quantity of stones or a tile, being sunk to a considerable depth, and the earth packed closely upon them, no rain or surface water is allowed to come in directly from above—all the water enters at the bottom, and the rain goes through the soil so slowly that the drains do not begin to run for many hours after a shower, and so these drains may last for centuries.

D. B. STEVENS, *Rec. Secretary.*

To Her Most Gracious Majesty the Queen.

THE PETITION OF THE MONTREAL BOARD OF TRADE.

HUMBLY SHEWETH,—

That the abandonment by the Mother Country of her Protective Policy is producing important changes in the Commercial relations of this Colony, which, unless regulated, or counteracted, by wise legislation, may lead, in the end, to consequences which every loyal subject would deplore.

That the most prominent of the changes referred to, is a growing commercial intercourse with the United States, giving rise to an opinion, which is daily gaining ground on both sides of the boundary line, that the interests of the two countries under the changed policy of the Imperial Government, are german to each other, and under that system, must soon or later, be politically interwoven.

That, being deeply interested in the trade and prosperity of this Province, and moreover, in common with the great mass of the population, being devotedly attached to the Institutions of Great Britain, and desiring to see the existing Colonial connexion which unites us perpetuated, your Petitioners most respectfully take leave to lay before Your Majesty, the following representations:—

Firstly.—The result of a total cessation of the differential duty on grain in England, will be to make New York the port of shipment for the great bulk of the produce of Canada, in consequence of the greater cheapness of forwarding it to the markets of England by the way of the United States, than by the former route of the St. Lawrence. This is a statement which, in the opinion of Your Petitioners, cannot be refuted, whether with reference to our past experience, or to any future probable changes in the cost of forwarding by either route.

Secondly.—The Port which is found to be the most eligible for the exports, will also be found to be the best suited for the imports of a country, for one reason, among many others in this case, that inward freight cheapens outward freight, and *vice versa*: accordingly New York must inevitably become the Port of Import for Canada, to the serious injury of the Trade of the St. Lawrence.

Thirdly.—The Bonding system introduced by the American Government, by means of which, British and Foreign manufactures may be purchased in New York on much the same terms as in Montreal, must have the effect of attracting the merchants of Canada to New York for the purchase of their supplies, if that city shall become the Port of Import and Export for Canada, and thus the ruin of the Trade of the St. Lawrence, of so much importance to Great Britain and this Colony, in a national point of view, cannot fail to be consummated. It would be superfluous for your Petitioners to point out the injurious effects which could not but result from such a diversion of trade; suffice it to say, it would create, and cement, ties of beneficial interest between Canada and the United States, and proportionally weaken the attachment which this Colony entertains for the Mother Country.

Your Petitioners are indeed aware that it has been asserted by a class of political economists that the Colonies are a source of pecuniary loss to England, and that she might profitably abandon them altogether; but Your Petitioners have too much confidence in the wisdom of Your Majesty's Government to suppose that such sentiments are shared in by them, or that even were the proposition to be true, they would draw the same precipitate conclusion from it.

In nations there are interests infinitely transcending those of a mere pecuniary nature, and Your Petitioners would regard the integrity of the British Dominions, the preservation of Britain's political power, and influence, as cheaply purchased by any pecuniary loss the Colonies may occasion her.

It is in this belief, and with the desire to avert the dismemberment of the Empire, so far at least as Canada is concerned, that your Petitioners at this time approach Your Majesty. They do not seek the restoration of the old system of protection, on the contrary, they have no objection to the utmost freedom of Trade, compatible with the safety of the ties subsisting between this Colony and the Mother Country; but, having respectfully shown how that connection must be endangered when the measures of Sir Robert Peel take full effect, they will briefly point out those remedial measures which, in their opinion, would avert the evil, and continue to attach this Province to England by the chains of interest as well as of affection, and duty.

These measures, so far as Imperial Legislation is concerned, are

1stly.—The Repeal of the Navigation Laws as they relate to Canada, and the throwing open the Navigation of the St. Lawrence; and

2ndly.—The enactment of a moderate fixed duty, say not less than five shillings per quarter, on Foreign wheat; Colonial to be admitted free.

In the event of this suggestion being approved of by Your Majesty's Government, Your Petitioners would strongly urge that, if not inconsistent with existing treaties, the exemption from duty of Canadian Produce should be extended to all Breadstuffs, shipped from a Canadian Port, whether of Canadian or Foreign origin; the effect of which would be to pour the whole Trade of Upper Canada, and a vast proportion of that of the Western States, through the River St. Lawrence, adding immensely to the Revenue arising from the Public Works of the Province, and giving a powerful impetus to the prosperity of British North America. Indeed, it is the opinion of Your Petitioners, that the increase of revenue arising from the Canals under the system proposed, would be such, as would admit of our Legislature materially reducing, if not entirely repealing, the import duties on British Manufactures imported into the Province.

Your Petitioners having already presented a humble petition to Your Majesty, in the month of May last, for the Repeal of the Navigation Laws as they regard Canada, and having in that Petition sufficiently explained their reasons for urging their repeal, they will only at present refer to the measure suggested, namely the enactment of a moderate fixed duty on Foreign wheat.

Your Petitioners would most earnestly urge this on the attention of Your Majesty's Government for the following reasons:—

1stly.—It would be no violation of the new fiscal principles of the English Government, inasmuch as such a duty as that prayed for, would simply be a tax for Revenue, and Your Petitioners see no reason why grain should not be moderately taxed as well as any other commodity.

2ndly.—Your Petitioners are of opinion from practical observation, that such a duty would not come out of the pocket of the consumer, but out of that of the Producer, that it would not in the general course of things add to the price of Breadstuffs in England, but would reduce the price of Breadstuffs in the markets of foreign countries.

3rdly,—Such a moderate fixed duty on Foreign grain, would increase the revenue of the country on the average, by about a million sterling, which as it would not come out of the pocket of the consumer, would be a great national gain, combining a most seasonable relief to the country in its present financial position, with other advantages of perhaps even paramount consideration.

4thly.—A duty of this kind in favor of Canada would preserve the trade of the St. Lawrence, add to the Revenue derivable from the Provincial Canals, diffuse universal satisfaction throughout the Colony, and, what, in the opinion of Your Petitioners is all important, would continue to attach Canada to the Mother Country, thus perpetuating the present connection, and preserving inviolate the British Dominions.

May it therefore please Your Most Gracious Majesty, to take the Prayer of this Petition into Your serious consideration, acting therein as to you in Your wisdom may seem fit.

And Your Petitioners as in duty bound will ever pray. (Signed) PETER McGILL,
President of the Montreal Board of Trade.

FREDERICK A. WILLSON, *Secy.*

Montreal, 14th December, 1848.

[EXTRACTS FROM ENGLISH PAPERS.]

TRADE PROSPECTS.—We see no reason to alter the view which we ventured to take last week concerning the immediate prospects of temporary improvement in trade in the manufacturing districts—that word temporary may mean four, six eight, or ten months, according to individual impressions, and we would not fix on the shortest of those periods. Consequently, although we have been censured for presenting a too sanguine view—a censure not specifically neutralised by an opposite—yet we adhere firmly to what we have said, because some of the most cautious and considerate merchants have commended it for moderation, and for not passing the boundary which the facts and circumstances of the case, as they come under their own observation and experience, would completely justify.

The manufacturing and mining affairs of this country are, however, in so peculiar a condition, so liable to interruption from political causes, or from a policy likely to be pursued by the best customers of England, which is in direct antagonism to that which is, or rather has been, for seven years in vogue here, that we think it right on the present occasion to extend our views beyond a short period of comparative prosperity, for the purpose of endeavouring to ascertain what is likely to come after that temporary period of relief. We hold with an overwhelming force of conviction to the opinion that we have been for many years reiterating, viz., that the operation of the existing free trade policy of England, with the existing monetary system of England, will produce effects so unbearable, that one or the other, and we think both, will be changed within two years from the present time. When we say changed, we do not mean changed to their opposites; judicious currency regulations, which the Acts of 1844 and 1845 aimed at but did not accomplish, are requisite; the removal of obnoxious import duties which teased and perplexed without yielding revenue, might be necessary; but we mean that the uncircumspect head-long measures which have been forced onward on an individual authority, will be wisely modified and be placed on a foundation not incompatible with the welfare of the people, and that within two years.—*Bankers' Circular.*

PROGRESS OF THE RAILWAY SYSTEM.—If we look at the capital invested within a given number of years, in the shape of shares, and which in almost every case represents space or accumulated capital, we arrive at some astonishing results. We may leave untouched the mining speculations of 1825, and the joint stock bubbles of 1836; for those were remarkable rather for the extravagant prices given for the scrip or deposit on shares, than for the money actually sunk in permanent works. In respect to the 2,700 miles of canal now at work in the United Kingdom, they belong rather to the past generation than to the present; nearly 2,000 miles having been projected and laid out before the commencement of the present century; the forty years from 1770 to 1810 were the busy years for canals. In respect to turnpike-roads, too, the advance was more notable in the last generation than it has been within the last twenty years, owing to the spread of railways. The turnpike-roads and paved streets of England and Wales amount to about 20,000 miles, and the cross-roads to nearly 100,000 miles; these together, though increasing yearly, do not increase in a large ratio. But when we come to railways, we find ample reason for the comparative stagnation of roads and canals. The first passenger railway (the Liverpool and Manchester) was opened for traffic in 1830; it was so successful, that more than one hundred acts were obtained for new lines between that year and 1840, and more than five hundred in the next six years, 1841—1846. About 1100 miles were finished and in operation in 1841; about 2,650 miles in 1846; and there will probably be about 4,400 miles open at the end of 1848. The capital expended on these works, which was laid out cautiously twenty years ago, increased at an astonishing rate. The completed railways had cost £70,000,000 by November, 1845; and by the commencement of 1848, the expenditure had increased to £170,000,000, of which £130,000,000, had been raised by shares, and £40,000,000 by loans.—*Companion to the Almanack.*

THE NEW ELECTRIC LIGHT.—The second public experimental exhibition of the new electric light took place on Tuesday night, upon the raised steps forming the entrance to the National Gallery and the Royal Academy. There was a large attendance of scientific gentlemen. Upon the summit of the steps a kind of easel was raised, beneath which were placed the battery and a small lamp. About a foot above the battery was the light produced burning upon two pieces of charcoal, backed by a single tin reflector, and the light enclosed within a glass case. The light produced was of a most powerful character. The easel on which the machinery was suspended admitted of being turned about, and as its position was altered, objects within several hundred yards' distance were rendered as clearly visible as in the light of day, and persons at a considerable distance beyond the Nelson column were enabled to read a newspaper distinctly. The patentee stated that the light would be particularly applicable for lighthouses, and added that the light then exhibiting (the expense of which would not exceed a half-penny an hour), if placed at an altitude with the reflector above it, would perfectly illuminate an area of ten miles in circumference, and that it would be possible to produce a light which would illuminate an area of 100 miles.—*London paper.*

GAS METER FOR THE HOUSES OF PARLIAMENT.—This machine, which is to be placed in the New Palace at Westminster, is a most stupendous piece of mechanism, being upwards of 10 feet in height and 20 feet in circumference or girth; it is in form a hexagon, the designs are in the Gothic manner, and in exact keeping with the interior of the new Houses of Parliament, so that it is an ornamental as well as a useful addition to them, and ought to be placed so as to be seen by the public. The machine weighs four tons, and is of capacity to pass 10,000 feet of gas per hour, and of supplying 2,000 lights, with, according to calculation, the loss of only half a tenth of pressure: at which pressure it will work with the greatest ease.

INTENTIONS OF THE AUTOCRAT.—The *Frankfort Journal*, of the 19th, says that Russia is making great preparations to decide the fate of Europe by the sword. This is the reason of her forces being concentrated on the frontiers of the empire. The Emperor is reported to have said he would not permit the people to revolt against his brother of Prussia, and is prepared to march 500,000 men to his assistance. Should this be the case, the "*war of opinion*" predicted by the late Mr. Canning, will then begin in earnest.

As in 1832, the cholera seems to be more malignant in Dumfries than in any other part of Scotland. Perhaps the peculiar sanatory state of the town may account for this. The river Nith runs through it on one side, and on the other, but at a greater distance, is the large swamp Locher Moss; whilst, worse than either, there is no water brought into the town except by carts. The disease is said to be prevalent amongst others than the lower ranks, and many have deserted the place. The medical officer of the Board of Health has left Edinburgh for Dumfries.

FREE TRADE IN CORN.—About 20 French vessels laden with corn have arrived in this port during the week. Before the repeal of the corn laws, the average arrival here of French vessels was not more than 25 in the course of the year; but within the last two months alone the arrivals have exceeded 50.—*Gloucester Journal.*

THE KOH-I NOOR.—This famous diamond (the largest and most precious in the world), forfeited by the treachery of the Sovereign of Lahore, and now under the security of British bayonets at the fortress of Govindghur, it is hoped will ere long, as one of the splendid trophies of our military valour, be brought to England, in attestation of the glory of our arms in India. The mischievous superstition attaching to the possession of this unique and invaluable diamond might be utterly crushed by this retributive consignment.

Prince Charles Louis Napoleon, the French President elect, is below the middle size, and in stature nearly the same as the Emperor. His features bear no resemblance to the imperial model, being more regular and more expressive. His figure is youthful, but his visage is admirably lined, and marked somewhat with years. His manners are extremely engaging, and marked with much dignity and grace, without the slightest approach to assumption.

In the reign of Charles II., no provincial town in the kingdom contained 30,000 inhabitants; and only four provincial towns contained so many as 10,000 inhabitants.

FRENCH GRATITUDE.—The Lord Mayor of London, Alderman Hooper, has been presented with a handsome testimonial by the French National Guards who recently shared the hospitalities of the Mansion House, on the occasion of their visit to London.

A Jewish gentleman, named Solomons, has been appointed one of the corps of gentlemen-at-arms, and is probably the first professor of the Hebrew faith that has filled an office requiring attendance on the sovereign's person.

A dashing exploit has been performed in the China seas by the boats of the Meander, British frigate, in the capture of two Chinese Junks, guilty of piratical acts.

The average length of the passages of the Cunard steamers from Liverpool to Boston, during the year 1848, was fourteen days and one hour. The shortest passage was made by the America—10 days and 8 hours—in the month of June; and the longest passage by the Britannia—17 2-3 days, in December.

GIANTS.—A child of a Scottish giant and giantess, named Macdonald, exhibiting in New York, weighed (lately) when only three days old, twenty-three pounds!

The number of emigrants arrived at Boston during the last year was 25,527. The number arriving at New York 191,909, or about seven and a half times as many as arrived at Boston.

The Observer.

SAINT JOHN, JANUARY 23, 1849.

LECTURE AT HAMPTON FERRY.—Last Wednesday evening, by invitation, M. H. PERLEY, Esq., delivered a lecture on Colonial Railways, to a numerous and highly respectable audience, in the Theatre at Hampton Ferry. The lecture appeared to give great satisfaction, and we understand has excited a very lively interest in that quarter, with respect to the construction of these important works.

We have been requested to publish the following letter, and the reply, with reference to this lecture.

Hampton, 19th January, 1849.

SIR,—I have been requested by the Board of Directors of the Central Agricultural Society of King's County, to convey to you their most grateful thanks for the prompt manner in which you responded to their invitation to favour them with a lecture upon the practicability and utility of Rail Roads in this Province.

For the pleasure and information derived by myself, and all those members of the Society who were present at your lecture, at the village of Hampton, last Wednesday evening, accept our most cordial thanks; and be assured when I say, (and I only reiterate the sentiments of all who were present on that occasion,) that you have raised a spirit of enthusiasm among the inhabitants of this section of the Province, which will not be allayed until Rail Roads are constructed which will connect the Harbour of Halifax with the Port of Quebec, and the City of Saint John with the Port of Shediac.

I have the honor to be, &c.

ALLEN OTTY, *President.*

To M. H. PERLEY, Esq.

St. John, 20th January, 1849.

SIR,—I am favoured with your letter of yesterday's date, conveying the thanks of the Directors of the Central Agricultural Society of King's County, for the pleasure and information they derived from my lecture on Rail Roads in the Colonies, delivered at Hampton Ferry last Wednesday evening.

In reply, permit me to express the satisfaction I feel in having been able to gratify you on so important a subject as Colonial Railways, upon the establishment of which the future destinies of these Colonies must to a great extent depend.

The means of providing profitable employment for the labour of the people—of developing the many valuable resources of this country, and especially its agricultural capabilities—of promoting and extending its abundant fisheries—and of raising it from its present state of depression to one of sound prosperity—all seem to depend on the immediate construction of Railways, as these alone are wanting to render the Country accessible—and while furnishing the most certain, cheap, and speedy conveyance for passengers and traffic, throughout the length and breadth of the land, will also enable us to open out very lucrative branches of trade and business with distant countries.

It is gratifying to learn, that you have determined to give your support, as well to the Great Trunk line from Halifax to Quebec, as to the highly important Branch from Shediac to Saint John, which well deserves every effort you can make in its behalf.

Accept my best acknowledgments for your very kind letter, and wishing your spirited Society every success, believe me, with best wishes for yourself, Your very obdt. servt.

M. H. PERLEY.

To Lt. Colonel ALLEN OTTY, *President.*

GREAT RAIL ROAD MEETING IN WESTMORLAND COUNTY.—A numerous and highly influential meeting of the inhabitants of the County of Westmorland, was held at the Court House in Dorchester, on Thursday the 18th instant, for the purpose of considering measures suitable to promote the great Trunk line of Railway from Halifax to Quebec, and also the Branch to unite therewith, from Shediac to Saint John, which resulted in the adoption by the Meeting of the following spirited Resolutions.

The Honorable William Crane in the Chair—Mr. W. H. Buckerfield was appointed Secretary to the Meeting.

The following Resolutions were moved by the Honorable Edwin A. Botsford, seconded by the Honorable Edward B. Chandler:—

1st, *Resolved unanimously* as the opinion of this Meeting, that the proposed Railroad between Halifax and Quebec is one of paramount importance to the British North American Provinces; that the future destiny of these valuable possessions depends upon the early construction of this great national work; and that it is a duty imperative upon Her Majesty's Government, the Colonial Legislatures, and upon every individual claiming the privilege of a British subject, to afford every aid and assistance in promoting this truly patriotic undertaking, upon the success of which depend the future relations and prosperity as well of the Mother Country as of these her Colonies.

2d, *Resolved unanimously* as the opinion of this Meeting (deeply impressed with the vital importance of the subject,) that the Legislature of this Province should, at the approaching session, pledge the faith of the Province for the payment of such proportion of the interest of the capital as may be deemed fair and reasonable, having regard to the relative position and capabilities of the Province as compared with those of her Sister Colonies of Canada and Nova-Scotia; and should also empower the Executive of this Province to make free grants of a "breadth of way," and at least one-half of all Crown lands over which the Railway shall pass, or be in the vicinity thereof.

3d, *Resolved unanimously* that next to and intimately blended with the profitable operation of the grand trunk line, stands the contemplated branch railway from Saint John to Shediac, connecting, as it will, the commercial emporia of the three Provinces, Quebec, Saint John, and Halifax, and securing, as it undoubtedly will, the general line of communication by steam for travellers to and from Europe and America, as well to Canada as to the United States, through this Province; that consequently this branch, in the opinion of this meeting, demands the warmest encouragement and support of the Legislature and the people of this Province.

4th, *Resolved unanimously* that this Meeting will afford every facility and aid in promoting these great public works; and, as a substantial evidence of the sincerity of its opinions, we will, individually, pledge ourselves to make a free grant of whatever cultivated lands may be required for a "breadth of way" over which the said rail roads may pass, belonging to us respectively, as also a free grant of any wilderness lands that may be required for a similar purpose, together with one-half of the quantity of such wilderness lands in addition to such part as may be required for a width of way.

5th, *Resolved unanimously*, that a written agreement be immediately prepared, embodying the above views, and be submitted for signatures.

6th, *Resolved*, that the Honorable Edward B. Chandler and Mr. W. H. Buckerfield, be a Committee to prepare such agreement.

7th, *Resolved unanimously*, that it is the opinion of this Meeting that, judging from the effects produced by railway communications in other countries, the most beneficial results may be expected to arise from the undertaking to the agricultural and commercial interests of the Province; and that it may, through its main line and probable connections be the means of attracting the large and increasing emigration from Europe, as well as a very considerable portion of the traffic between that continent and the greater part of North America, more especially that from Canada and the Western States of the Union, to the ports of this and the adjoining Province.

8th, *Resolved unanimously*, that copies of the foregoing Resolutions be transmitted to the Provincial Secretaries of the several Provinces, for the information of their respective Governments.

Immediately after passing the Resolutions an Agreement was prepared and universally signed, carrying out the propositions contained in the 4th Resolution. The inhabitants of our other Counties should hold similar meetings, and thus call with a united voice upon the Legislature to ACT; and also show their own hearty good will in the cause, by proffering individual aid in furthering this truly magnificent and patriotic work.

HALIFAX AND QUEBEC RAILWAY.—Meetings most respectfully attended, have recently been held at Wallace and Pugwash, in the County of Cumberland, when resolutions expressive of the interest taken by the inhabitants in this great national work, were unanimously passed, and petitions to the Legislature in its favour, was agreed on. Similar meetings have also been held at Goose River; at the Head of Amherst; and at Fort Lawrence. On all these occasions the most decided determination to support the undertaking was manifested.

An association has been formed in London having this object in view, connected with an extended system of colonization, under the name of the Canadian Land and Railway Association, in which the operative class take the lead. Many of the shareholders themselves contemplated settling on the line, and we trust that they will form a body of settlers most useful to the Province.—*Halifax Recorder.*

An Address from the Orange Lodge of New Brunswick, embracing various subjects, was presented to His Excellency the Lieutenant Governor on the 10th instant. His Excellency's reply to the Address, which we subjoin, will explain its principal points.

To the Orangemen of the Grand Lodge of the Province of New Brunswick.

GENTLEMEN,—In receiving the Address which you have just read, I must state explicitly that I receive it as expressing the sentiments of a certain number of those whom I believe to be loyal and faithful subjects of Her Most Gracious Majesty, without reference to political or religious qualification of any kind.

I thank you sincerely for your congratulations and for your good wishes on behalf of myself and my family.

With regard to the part of your Address which solicits the immediate remission of the remaining sentences of the Woodstock Rioters, I do full justice to the feeling which prompts your prayer; but my duty obliges me to reply, that as Her Majesty's Representative, I must exercise the prerogative of mercy in such a manner as after mature consideration may seem most likely to secure the future respect for the laws, and to uphold the authority of the Government, without reference to party or sect.

I cannot therefore intimate to you my compliance with this part of your Address, but I look upon the expression of your wishes as an earnest of good feeling on both sides for the future; and I am led to hope, that persons of every party, however strong their own convictions may be, will abstain from demonstrations calculated unnecessarily to wound the feelings or excite the passions of those of Her Majesty's subjects who differ from them.

MECHANICS' INSTITUTE.—Last Friday evening, Dr. Hartt, of Fredericton, lectured on "*The Press.*" The first part part of the lecture was occupied with an account of the origin and progress of printing—then, taking up the subject after the dark ages, he eloquently and powerfully described the influence which the Press has exercised upon man in all his relations—and, in reference to our own country and Province, the duties which now devolved upon it.

Last evening, William Watts, Esq., of Fredericton, lectured with great acceptance to a crowded house. His subject, "*There is room for hope,*" was ingeniously and ably managed. The *croakers* received the full notice to which they were entitled: and it was satisfactorily shewn that there was not a country in the world, where the inhabitants should give place to despondency, less than in New-Brunswick.

Next Friday evening, the Rev. Mr. Cooney will deliver a lecture, embracing "*Historical and Statistical Sketches of the British Empire.*"

COLD WEATHER.—The weather on Friday last, was the coldest that has been experienced in this City for several years past, the Thermometer at 8 o'clock that morning being down to 20° below zero, and frozen ears and faces were quite common. On Saturday and Sunday, the temperature was much milder; but yesterday morning, the Thermometer was again down to 14° below zero.

ROBBERY.—The cellar under the store of Messrs. C. & W. H. Adams, head of North Market Wharf, was broken into on Saturday night, and five firkins of butter stolen therefrom. A reward of ten dollars has been offered for the detection of the robber.

The Halifax Courier states that the steamer *Unicorn* is to be placed on the route between that city and Boston, as a regular packet, which will be a great accommodation to travellers.

The Railroad from Montreal to St. Hyacinthe, 32 miles, (to connect with the Atlantic Railroad to Portland, Maine,) was opened on the 26th December, with much ceremony. A train of cars, with a large party of gentlemen, passed over the whole road, at a rapid rate. The rejoicings were great at all the settlements on the route, the inhabitants justly considering that a new and more prosperous era was opening upon them. The cars are said to be very superior.—About 30 miles of the road *from* Portland towards Montreal was also recently opened.

The splendid steamer *Empire State*, new last spring, which had recently been withdrawn from the New York line on the Sound, and laid up for the winter at Fall River, R. I., was nearly destroyed by fire on Saturday night, 13th inst., supposed to have originated from a stove in the forward cabin. She is said to have cost $150,000, and was insured to the amount of $100,000. The hull is in bad condition; but the engine stands erect and will be saved. The silver ware was saved in a safe. It is said she will be towed to New York to be rebuilt, as the insurance will cover the loss. Capt. Comstock and another person were much injured by breaking through the ice while attempting to scuttle her.

YELLOW FEVER.—Late accounts from Barbados state that great mortality prevailed among the troops in that island. Seven officers and 160 men, belonging to the 66th and 77th regiments, had died of yellow fever. Paymaster Ross, of the 66th, his wife, daughter and son, had all died within a few hours of each other. A remaining daughter, expected to arrive from England in December, would thus find herself a stranger in a strange land, under most afflicting circumstances.

A recent heavy freshet on the Monongahela river, Pennsylvania, has destroyed property valued at $40,000.

The published returns of the Canadian Indians shew that in 1845 the total number of chiefs, warriors, women and children were 15,241.

Professor Morse has just received a gold brooch set with about twenty diamonds as a present from the Sultan of Turkey, as a testimony of his approbation of his system of Telegraphing. The duties upon it at Boston were $120.

Montreal has a population of 50,000, Quebec 30,000, Toronto 25,505, Kingston 12,018, Hamilton 9,889, Niagara 3,100, Bytown 6,284, Coburg 3,513.

CHURCH SOCIETY.—The annual meeting of the Diocesan Church Society was held on Thursday evening, in the Trinity Church School House—the Lord Bishop in the Chair. The attendance was numerous, and during the proceedings a warm discussion arose respecting a book found on the shelves of the St. John Depository, which some present conceived had a tendency to injure the Society. The officers of the Society were afterwards elected.—*New Bruns.*

The Members of the Bar of this city entertained Judge Botsford at a Dinner last Wednesday evening, at the St. John Hotel, which, we understand, went off in good style.—*Ibid.*

CIRCUIT COURT.—*Sentence of the Prisoners.*—On Friday, the following criminals, convicted during the present sitting of the Court, were sentenced to the undermentioned terms of imprisonment, viz:—William Andrews, tried for the murder of his wife, and convicted of Manslaughter—Fourteen years in the Provincial Penitentiary, with hard labour.

Wm. McDonald, and Stephen VanRansallear, convicted of an assault, with intent to do bodily harm—Three years each in the Penitentiary, with hard labour.

Mrs. Harris, for receiving stolen goods from Arthur McGuirk—Two years in the Penitentiary.

Samuel Beatteay, for an assault—Six months in the Penitentiary, with hard labour.—*Ib.*

TESTIMONIAL OF RESPECT.—We understand that the sum of £50 has been lately given to the Bishop's fund by a Layman of this city, as a testimonial of his respect for the Lord Bishop of this Diocese.—*Cour.*

MELANCHOLY OCCURRENCE.—Captain Brunner, of the schooner *Meridian*, from Boston, states that on Friday night 12th inst. Mr. Thomas Pryor, of this City, who was a passenger on board the M., jumped overboard, while in a fit of temporary insanity, and was drowned. Every exertion was made to save him, but without success.—*New Bruns.*

OUTRAGE.—Yesterday morning, John Young, residing at Pizzarinco, about 9 miles from this city, shot a man named Joseph Morrison, belonging to the Oromocto. Young was immediately arrested, brought to the city, and lodged in Gaol. The gun was loaded with slugs, and Morrison received a very severe wound in the leg. We understand that a dispute originated between the parties about some cordwood, which Morrison persisted in taking away, when he was shot by Young.—*Ib.*

A most melancholy accident occurred on the evening of the 9th instant, near Indian Island, in Passamaquoddy Bay. It appears that a small boat in which were three young men, sons of Capt. Thomas Moses, was upset when nearing the shore in an eddy of the tide, and although their cries for help were heard at their residence, and assistance rendered as speedily as possible, only one of them, named Frederick, was saved. The other two—Thomas and Leman—met a watery grave. They were very promising young men, and we heartily join in the general expression of sympathy which has been tendered to their bereaved friends.—*Cour.*

WHOLE FAMILY DROWNED.—The Brookville, Canada West, Recorder, states that Mr. Jonathan Cole, with his wife, three children, a lad named Adams, his wife's brother and another person, were upset in a boat while crossing from Yong's Mills to Maitland, on Sunday, 31st ult., and all on board were drowned. The bodies of Mr Cole and young Adams were recovered.

ROBBERY AND OUTRAGE AT ST. MARY'S CATHEDRAL.—It is our painful duty to record the perpetration of another outrage and robbery at St. Mary's Cathedral. On the night of Wednesday last the Vestry door, which opens upon the Burial ground, was forced by some party or parties, who, having entered the premises, opened and ransacked the drawers containing vestments, &c., and carried off a valuable stole, and three sutans. The door of the room in which was the safe containing the sacred vessels of the Church, was forced, and an attempt made to open the safe by picking the lock, but without success. The Cathedral was also entered, and three of the most precious stones about the relic under the altar were carried off. All the poor-boxes were broken open (as also the Sexton's rooms,) but these contained little or no money. It is a matter of astonishment that the Cathedral was not destroyed, as there were traces of fire in several places.—*Halifax Sun.*

The perpetrators of the sacrilege were detected yesterday morning, by Michael Mulligan, Constable No. 5 Ward, in a house near Mr. Woodill's Slaughter-house, kept by a woman named Ann Allbright. Both the robbers are soldiers, one is called Joseph Jones, of the 20th Regiment; and the other William Lasburry, of the 7th. They were taken to the Police Office, and upon examination the proof against them was so clear that the Mayor committed them to jail for trial.—*Recorder, Saturday last.*

The letter-mail by the Steamer America, arrived at Point Levy, Quebec, on Sunday night, 14th instant, having been only four days and one hour on the route from Halifax.

LEGISLATURE OF NOVA-SCOTIA.

The Legislative Session of 1849 commenced on Thursday last. His Excellency Sir John Harvey, accompanied by the Garrison Staff and the principal officers of Militia, proceeded to the Legislative Council Chamber, at 3 o'clock, and having commanded the attendance of the House of Assembly, opened the Session with the following

SPEECH:

Mr. President, and Honorable Gentlemen of the Legislative Council,

Mr. Speaker, and Gentlemen of the House of Assembly:

I have called you together at as early a period as I conceived would be convenient for you to enter upon the consideration of the public business of the country.

During the year which has just closed, we have witnessed, in foreign countries, a succession of startling events: the downfall of ancient dynasties—the violent disruption of the relations of established society and sanguinary civil conflicts—and have learned, by contrast, to prize more highly the blessings of rational liberty, union, peace, and industrial developement, secured to the Empire, of which Nova Scotia forms a part, by the mild sway of a Sovereign whose prerogatives in their exercise express the national will, and derive their strength from the People's affections.

It becomes my pleasing duty to inform you that, with two exceptions, all the Acts passed during the last Session have received the Royal assent. To a consideration of those two I shall invite your attention, as soon as the usages of Parliament permit me to lay before you the views of Her Majesty's Government; as expressed by the Right Honorable the Secretary of State for the Colonies.

During the recess, the Engineers employed by Her Majesty's Government in the exploration of a line for an inter-Colonial Railway from the Atlantic to Quebec, have finished their labours. Copies of their Report with the accompanying Plans and Sections will be promptly laid before you. An equitable adjustment of the expenses of the Survey, having been satisfactorily arranged, the proportion for which the faith of Nova Scotia was pledged has been paid.

You will be gratified to learn that this Report fully establishes the practicability, while it variously illustrates the importance of the proposed enterprise, in the speedy accomplishment of which there is every reason to hope the resources of these northern Provinces may be combined, liberally aided by the co-operation, and skilfully guided by the influence of the Imperial Government. I shall lose no time in submitting to you Despatches of a very important character, in which the views of Her Majesty's Ministers, and of the Governments of Canada and New Brunswick, in relation to this great work, are fully explained.

Deeply sensible of the influence which this National Highway must exercise upon the destinies and future prosperity of this portion of the Empire, I trust I shall be enabled, before the close of the Session, to invite your grave consideration to some measure within the compass of our means, and in which the wisdom and prudence of both branches of the Legislature will be ready to concur.

It affords me pleasure to state, that the Survey, which I was authorised to direct, under the grant of last Session, has fully established the practicability of Railroad communication between Halifax and Windsor. To connect with the capital of Nova Scotia, that singular estuary, around the shores of which, and upon the banks of the numerous rivers that empty into it, our richest lands, and most thriving Agricultural communities are situated, is an enterprise apparently full of promise. The Report and plans prepared by the Engineer, now undergoing a careful revision