

The Weekly Observer.

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Under the title of "The Star."

SAINT JOHN, N. B., TUESDAY, FEBRUARY 24, 1852.

VOL. XXIV.—NO. 36.

The Weekly Observer.
published on TUESDAY, by DONALD A. CAMERON,
at his Office, corner of Prince William and
Church Streets, over the Store of Messrs. Flew-
elling & Read—TERMS : 15s. per annum,
half in advance.

**MUTUAL INSURANCE
COMPANY.**

THIS Company is prepared to receive applications
for Insurance against FIRE upon Build-
ings and other Property, at the Office of the sub-
scribers, 10 St. John's Street, J. WOODWARD,
Secretary.

**UNION MUTUAL
LIFE INSURANCE COMPANY
OF BOSTON.**

No connection with Fire, Marine, or Health
Insurance.

PENSIONS Insured in this Company on the *Matu-*
pion—the only plan! says Claude's *Explanatory*,
and the *Publ. Advert. of New-York*—is so simple,
so perfect, and so well calculated to meet the wants
of a portion only as in the Stock of most Companies.

The dividends offered by this Company are Annual
Dividends of 50 per cent., paid during the life of the party
in full, and in addition to the payment of the excess of a capital of
\$2000.00.

Parties may insure for 1 year or 7 years, for life, or until
the age of 90, and at any time in 14 years, for any sum
from \$100 to \$5000, and at any rate in 14 years, for every sum
of a mercantile nature, and for every small sum dependent
upon them, manufacturing consequences of trade, as in
which this Company's *Charter* offers peculiar facilities—
See page 9. Those who insure under this plan, receive
the age of 90, or 50, and a sum payable for age
and their families, in excess of the amount of the
Policy, if early settled off this, and the Company's
rewards.

Parties insure for Life without profit at a reduction of
30 per cent., from life rates.

Parties insuring for Life, and for the sum of \$5,000 to \$50,
when the premium is \$40, can have a credit to half
at interest, without any increase of premiums—such
credit for the first term, and not merely for the first 5 years.

After the expiration of three previous installments of Life
Premiums, the holder will be entitled to a credit of
one-half of the Premiums.

This Office insures from the nearest broker, instead of
the agent in other offices. The Owner makes its
Life Premiums, and the Premiums for the *Matu-*
pion—and upon every small sum dependent
upon them, manufacturing consequences of trade, as in
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rewards.

Parties insure for Life without profit at a reduction of
30 per cent., from life rates.

Parties insuring for Life, and for the sum of \$5,000 to \$50,
when the premium is \$40, can have a credit to half
at interest, without any increase of premiums—such
credit for the first term, and not merely for the first 5 years.

After the expiration of three previous installments of Life
Premiums, the holder will be entitled to a credit of
one-half of the Premiums.

THE above plan is offered by this Company, for the
first time, and is very small.

See Pamphlets and statements of Company's affairs
in the subscriber's office, who will receive applications
and further information.

W. H. HATHAWAY, *Bursar of Law*, St. John,
AGENT FOR NEW-BRUNSWICK.

5th December, 1851.

**LIVERPOOL & LONDON
Fire & Life Insurance Company,**
(Established in 1836.)

Capital £2,000,000—in Shares
of Twenty Pounds.

THE Stockholders of this Company are repon-
sible to the full extent of their property for the
liabilities of the Company.

The undersigned hereby notifies the Public of
New Brunswick, that the above named Company
have empowered him, by a full and ample Power
of Attorney, to open an Office in the City of Saint
John, for the Insurance of PROPERTY against
loss or damage by FIRE, in any part of the Pro-
vince, and to sign and issue Policies in the name
of the Company, and to collect and receive the
amount of premium on any policy issued by the undersigned
in behalf of the said Company, or for the re-
sidual of the same.

The Deed of settlement, and the supplemental
Deed of settlement, lies with Mr. JACK, at the
Office of the *New Brunswick Marine Assurance
Company*, also the pamphlets issued by the Office
at Liverpool, affording all details of the mode of
transacting business by the Company.

The rates of premium will bear as low as any other
respectable Company, and the undersigned trusts
a fair portion of public patronage will be accorded
to the Company.

Losses not exceeding £500, will be settled with-
out referring to the head Office at Liverpool.

EDWARD ALLISON.

Dated at St. John, N. B.
4th August, 1851.

DOMESTIC.

Vulcan Foundry Manufactures.

THE attention of the Public is respectfully re-
quested to the inspection of a large and ex-
tensive assortment of

COOKING STOVES,

**FRANKLINS, REGISTER GRATES,
WOOD STOVES, AND PLOUGHS,**

of the newest and most approved Patterns to be
seen at the Brick Warehouse in Prince William
Street, late in the occupation of Messrs. Ranney,
Sturges & Co.

**Orders for CASTINGS, and all other
Work, left as above, will have immediate atten-**

JOHN W. THURGAR,

St. John N. B., 27th Sept., 1851.

HARDWARE.

W. TISDALE & SON

Are receiving per Ships "Highland Mary" and "Sterling" —

CASKS, Horse, and other CHAINS;

DOOR HARDWARE, and other FILES;

50 boxes best Charcoal TIN PLATE, 1C. DC.

Hoods, Staniforth & Cols. 5, 6, 6, and 7A

feet MILL SAWS,

do. 4, 5, 5, and 6 feet

CUT SAWS;

One Ton Iron WIRE, all sizes;

One Cwt. of IRON, all sizes;

Drill Irons, Mill Cut, and other FILES;

50 boxes best Charcoal TIN PLATE, 1C. DC.

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**REPORT OF COMMITTEE
on
CORPORATION ACCOUNTS,
For the Year ending 31st December, 1851.**

The Committee to whom was referred the Corporation Accounts, as also the Accounts of the Chamberlain as Receiver for the Trustees of Corporation Properties, made up to the 31st December, A.D. 1851, to report thereon, beg leave to submit the following:

REPORT :

A. No. 2—Are the Accounts of HENRY CHUBB, Esquire, late Mayor, No. 3—Is his Account for the Quarter ending the 31st March, 1851, in which no Credits—
By Balance, per Account, 31st December, 1850, £9 5 11
Amt. received for Licences, Freedoms, Fees, &c. 262 4 12
Fees from Common Clerk, 3 0 0
£224 9 3

And Debts—
Cash paid the Chamberlain at sundry times during the Quarter, 110 0 0
Salary for the Quarter, 100 0 0
Balance to next Account, 4 9 3
£244 9 3

By Balance due the Corporation, 24 9 3
A. No. 2—is his Account from 1st April to the 12th May, 1851, both days inclusive.
He Credits—By Balance due on his Account, 24 9 3
Amount received for Licences, Freedoms, Fees, &c., 100 0 0
Fees collected by the Common Clerk, 70 0 0
£275 6 9

And Debts—
Cash paid the Chamberlain, £229 6 0
Salary on British Silver, 0 9 8
Salary from 1st April to 11th May, inclusive, 45 11 1
£275 6 9

The amounts charged as paid into the Chamberlain, are credited in that Officer's account. The Accounts are perfectly satisfactory.

B. No. 1 to 3—Are the Accounts of THOMAS HUNDREY, Esquire, Mayor, ending 31st December, 1851.

No. 1—Is his Account from the 21st May, to 1st July, 1851, in which he debited—
Cash paid the Chamberlain, £663 10 3
Salary—12th May to 30th June, inclusively, at £100, 34 10 0
£718 6 1

And Credits—
Amount received for Licences, Freedoms, &c. 667 16 6
Fees from Common Clerk's Office, 12 0 0
£691 16 6

Balance due the Mayor, 298 9 7

This Account was sworn to on the 15th July, 1851, and the balance paid by the Chamberlain on the following day.

No. 2—is his Account to 1st October, 1851, in which he Charges—
Cash paid the Chamberlain, £533 14 10
Salary from 1st July to 30th Sept., inclusive 10 0 0
£533 14 10

And Credits—
Amounts received for Licences, Freedoms, &c. £459 19 10
Do. from Common Clerk, 5 0 0
£464 19 10

Balance due the Mayor, 138 1 8

This Account was swashed under affidavit, 7th January, 1852, and the balance paid by the Chamberlain on that day.

The Accounts of His Worship the Mayor are made up in a systematic manner. The amounts charged and paid into the Chamberlain are all credited.

The sum of £1000, £100 being deducted for his Salary, was collected by him for the Common and High Court, amount to £175 14s. 6d., showing a credit of £1000, £100 corresponding period for 1850, £364 5s. 7d. There is a small balance of £1000, £100, which will be credited in his next account.

C. 1 to 4—Are the Quarterly Accounts of GEORGE WHEELER, Esquire, Common Clerk, ending 31st March, 1851.

No. 1—is his Account, ending 31st March.

He Credits—Receipts from the City Court, and Fees of Office, £51 8 8
And Debts—Salary to the same period, 87 10 0
£138 8 8

Balance due the Common Clerk, £36 1 4

This balance was paid to the Chamberlain, and charged in his Account.

No. 2—is his Account ending 30th June, and his Expenses of Office, £186 17 4
And Debts—Salary for the same period, 87 10 0
£186 17 4

No. 3—is his Account ending 30th September.

He Credits—Receipts from the City Court, and Fees of Office, £76 2 2
And Debts—Salary for the same period, 67 10 0
£11 7 10

Balance due the City, £4 14 0

This balance was paid by the Chamberlain, 4th October.

No. 4—is his Account ending 31st December.

He Credits—Receipts from the City Court, and Fees of Office, £92 4 0
And Debts—Salary to the same period, 67 10 0
£25 10 0

Balance due the City, £11 7 10

The balance was paid to the Chamberlain, 9th January last.

The Accounts of the Clerk are made up as much as possible. The amounts charged as paid into the Chamberlain are all credited, being £55 12s. 2d. over and above his salary, showing the credit of the Office for the past year, to be £100 10s. 7d. less than for the year 1850.

The sum of £100 10s. 7d. was paid into the Common Clerk's Office, and the amount of £1000, £100, was paid into the hands of the Chamberlain by Mr. WHEELER, and will appear in that Officer's Accounts for the present year.

D. 1 to 8—are the Accounts of THOMAS MURRAY, Esquire, Chamberlain, with the Corporation, made up to 31st December, 1851.

No. 1—is an Account of Monies paid and received on Watch, Lamp, and Scavenger Assessment; and from the Police Magistrate.

He Charges—Amount paid Police Office, £100 0 0

Watch House, &c. £234 16 7

" Clevering Streets, King's Ward, 121 6 10

" " do. do. Queen's do. 47 7 9

" " do. do. Duke's do. 42 4 1

" " do. do. Sydney do. 44 8 7

" Assessors, 20 0 0

" Lighting the Streets, 839 1 0
£3440 6 1

And Credits—
Dec. 31—Amount received from James Gerow, Junr., Collector of Taxes, during the year, £1051 14 10

Do. received from Charles Pidgeon, Collector Western side, viz.—

" Brook's Ward, 29 5 0

" Guy's " 42 4 3

Gas Light Company, 19 6 0

Common Sewer, 22 0 0
£1156 5 9

Balance on hand, £1141 5 4

No. 2—is a statement of Amounts paid and received on Statute Labour Account, viz.—

He Charges—Balance in favour of the Chamberlain, 31st Dec., 1850, £237 9 11

Payments for Repairs to Streets, King's Ward, 220 6 6

" Queen's do. 79 8 10

" " " Duke's do. 214 14 10

" " " Sydney do. 257 6 8

" " " Guy's do. 54 6 1

" " " Brook's do. 27 17 4

" Barrack Gate Street, 20 4 7

" King's & Queen's Squares, 26 10 6

" " " Rector's Point, 61 3 8

" " " Roads Masters, 123 2 10

" Assessors, 20 0 0
£1156 5 9

And Credits—
Dec. 31—Amount received from James Gerow, Junr., Collector of Taxes, during the year, £1051 14 10

Do. received from Charles Pidgeon, Collector Western side, viz.—

" Brook's Ward, 29 5 0

" Guy's " 42 4 3

Gas Light Company, 19 6 0

Common Sewer, 22 0 0
£1156 5 9

Balance on hand, £1141 5 4

No. 3—is a statement of Amounts paid and received on Fire Department Account.

He Charges—Paid various expenses on this Account, £530 10 2
And Credits—
Jan. 1—Balances on hand 31st Dec., 1850, £63 5 1
Dec. 31—Amounts received from Jas. Gerow, Jr., Collector of Taxes, during the year, 457 7 7
Do. received from Charles Pidgeon, Collector, 24 6 5—544 19 1
£1885 5 4

Balance on hand, £14 8 11

No. 4—is a Statement of Money paid and received on Account of the Proceeds of the Fishery Dred.

He Charges—Paid Officers of Fisheries, Improvements, &c., £49 5 10
Do. Committee for Fountain in King's Square, 50 0 0
And Credits—
1851.

Jan. 1—By Balance on hand, 31st Dec., 1850, £6 9 4
13—Amount paid by James Stoevel, received by the Directors for Entering the Harbour, 28 18 0—89 7 4
£18 10 6

Balance due the Chamberlain, £10 16 6
£1835 14 10

And Credits—
1851.

Jan. 1—By Balance on hand, 31st Dec., 1850, £649 7 7
13—Hon. Ward Chipman, for the Estate of the late Robert McIarm, Jr., Collector of Taxes, during the year, 191 17 1
£181 17 1

Dec. 31—Amount received from James Gerow, Jr., Collector of Taxes, during the year, 191 17 1—9—£88 16 5
£181 17 1

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THE BLACKSMITH.
A blacksmith—blacksmith—
A blacksmith I shall be;
The hammer and the anvil,
And the blazing forge for me—Harrah!
The blazing forge for me!
I will sing a merry song—
Whilst sparks around me fly;
From a needle to an anchor,
Lo! my fiery trade I ply.
On the anvil on the sea,
And the chariot ploughs the land,
All need my strong right hand!
Then let the hollers blow!

The red sparks upwards fly—
I will sing a merry song—
A blacksmith—blacksmith—
A blacksmith I shall be;
The anvil and the hammer,
And the blazing forge for me—Harrah!

RAILROADS.

The modern railroad dates from the opening of the Liverpool and Manchester line in 1833; and is due, like so many of the modern triumphs of combined skill, capital, and enterprise entirely to England. The advantages of the level roadway had been fully foreseen and could be definitely calculated; it had even been experimentally tested; but the value of steam as a moving power was yet undiscovered.

While some deemed it impossible to use any other than stationary engines for the draught of loaded cars, others spout a vast amount of labor and ingenuity in contrivances by which the engine might be made to move upon the rails. It was generally believed that the smooth and hard surface of the narrow rail would not allow sufficient adhesion to the wheel to enable it to draw an considerable weight; and plans, which now seem exceedingly curious, were devised to accomplish motion in some other mode.

The most remarkable was one which proposed to move the car by means of iron feet, and links, which moved with ridiculous resemblance to the human knee. A reward however was offered by the company for the best method of applying steam power; and the mechanical skill of the English engineers, gave to the world the Locomotive engine.

This improvement was achieved by the distinguished engineer Robert Stevenson in 1829; and its chief peculiarity consisted in the tubular arrangement of the pipes that traverse the boiler—an arrangement which has since come into universal adoption.

At this period, though high anticipations had been formed, there was no adequate idea of the amount of traffic which would pass over such a road; nor of the speed at which it would require to be transported. The rails were therefore deemed capable of ample strength at 35 lbs. the yard; and the engine and tender weighed 74 tons. The traffic however, soon increased beyond all estimate; and the possible velocity exceeded all previous expectation; and the demand of the public for augmented speed constrained every engine to attain it. This however required an increased power, and the engines ran rapidly to 10, 12, and 15 tons. The speed for speed continued to increase; and now one company in England owns 30 engines weighing with their tenders 49 tons each. One engine in that country weighs with its tender full freighted, 69 tons. The average rate of speed at 1831 was 17 miles per hour; it gradually increased till in 1843 it was 30 miles, speed of the fastest trains—

in 1845 was on one line 40, and on two others 55 miles, per hour.

The average weight of a goods train 2 tons—in 1845 it varied from 169 to 350 per cent.

such increased work the rails originally used were found totally inadequate; they therefore taken up, and replaced by others of 62 and 65 lbs. per yard. These since given place to yet heavier ones; and 75 lbs. have been employed; and the est rails laid down in England reach 80 lbs. and some, even 92 lbs. per yard.

The number of trains passing over the English roads has become very great; upon the Grand Junction line it was in 1849, 38 daily; upon the London and Birmingham, 44; and upon the Liverpool and Manchester, 170; thus reaching 95 trains per day.

The extreme speed of the fastest trains is not unreasonably 75 miles per hour; though it is believed that in no country but Great Britain has such a velocity been reached,—

according to the experiments of Dr. Hutton.

Velocity of a cannon ball is 300 miles per hour—

four times as great.

The success which attended the early efforts at railway locomotion led to an immediate and rapid extension of the system throughout Great Britain. This has continued to the present time,—a some periods with a most extraordinary rapidity. The number of miles open for traffic on the 1st January, 1849, according to a report of the royal commissioners amounted to 5,000 miles; of which there were in England 3,218,—in Scotland 729,—and in Ireland 361 miles. The following table will indicate the rate at which the construction of railroads has advanced within the seven years extending from 1843 to 1849 inclusive.

Number of miles open
Jan. 1. Miles opened during the
year.

1843 1857 95
1844 1952 195
1845 2149 293
1846 2441 565
1847 3353 789
1848 3816 1191
1849 5,007 5,007

On 1st Jan., 1849, there were in process of construction 2169 miles, the greater part of which was of course completed within that year.

The whole amount of railways authorized by Parliament up to that day was 12,912 miles; of which 5,607 were open for traffic,—55 in process of construction,—and 4,500 to be commenced. Of the last amount, commissioners declared that nearly one-third never to be built. It is now evident, that the English railway system is rapidly expanded; of these roads, it appears, paid in as expenses, or in obtained as more would

square an addition of \$75,000,000; so that an extent of 9,500 to 10,000 miles will have absorbed the sum of \$275,000,000 to \$300,000,000.

The average cost has been already \$30,500 per mile; and, as many allowances must yet be made for unfinished roads included in this estimate, the aggregate will, it is supposed by Dr. Larbord, equal \$40,000 per running mile.

The Senate is to consist, 1st of the Cardinals, Marshals, Admirals; 2d, of the citizens whom the President deems fit to elevate to the dignity. They are to be irremovable, and named for life. Their functions are nominally gratuitous, though the President may confer on them an income of \$3,000; at his pleasure. The Senate is to consist of 153 members, only 80 of whom are to be appointed the first year. The sessions of the Senate for ever.

The Ministry are the mere agents of the President of the Republic, and are impeachable only by the Senate. The Councillors of State are removable by the President, liable to removal by him at any time. He also indicates a Vice-President. The principal business of the Council is to decide projects of law. They are to receive a salary of \$25,000 annually. Previous to this, he has for a High Court of Justice, to be converted by a presidential decree, which has power to judge without appeal all persons charged with crimes, at tempts or plots against the President.

The number of English companies amounted, in 1848, to 170; and the whole number of persons employed upon the roads, was upon those open for traffic, \$18,000—a total revenue of British railways is estimated at not less than \$12,000,000—a greater sum than the annual revenue of many important States.

The number of passengers transported by this vast system of communication is, of course, immense. The number, in 1848, is 23,405,000. The annual increase has varied from one sixth to one third, in 1848, it amounted in all to 58,000,000; and by the close of 1853, to more than 63,000,000. The average distance travelled was, by first class passengers, 27 miles; by second class, 16, and by third class, 14 miles. The daily average number of passengers has increased, with the same period, from 64,000 to 163,000.

The average rate of fare, as compared with the coaches previously employed, is computed at about two fifth of the amount. The whole saving in time, expense, and fare, upon such a number of passengers is estimated at not less than 17,000,000 in two years.

The influence of such systems of communication it would be difficult to exaggerate. They form one of the most marked, important, recent, and therefore characteristic elements of the civilization of our age. They indicate in progress with greater truth than a first sight appears. Not only do they facilitate communication, but they hold a most important relation to the whole capital, and productive industry, of a people. Many articles of commerce have no commercial value, from the impossibility of transporting them—thus, ice at winter and water is of no value in Northern latitudes, its value depends upon the means of preserving it. The typical fruits are of value only within the limited distance to which they can be transported in a sound state; every extension of that distance increases in a corresponding degree, the value of such articles.—The cost of the costs acquire a new value when they can be carried into the interior, and the game of the exterior wilds when it can be brought down to the coast. Such facilities of transport therefore give an increased value to the whole productions of an extended region; and lead to the rapid multiplication of capital, and stimulus of industry.

The great cities no longer depend for their daily supplies upon the little ring of land immediately around them; distant trains daily send milk, butter, fruit, and vegetables, to the districts supply's fuel and food to the great centers.

The agriculture of a whole State becomes, in consequence, more valuable.

Simultaneously with the new Constitution appears a decree of the President, banishing from France many of her most able and distinguished sons, both civil and military. This excitement produced by these events is represented to be great, and we see no reason to suppose that the present order of things will be long continuance. The Prince President has played his last card, but the game is not yet ended. The people's *coup d'état* is yet to come.

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On the Power of Soils to Absorb and Retain Manures.

We extract the following remarkable statement from an article on this subject, in the *North British Agriculturist*; and we insert them with the expression of a hope that some of our agricultural readers may be able to supply us with facts—verifications, or otherwise—bearing on a question of so much practical interest to the farmer.—Upon the east coast, (the winter, of course is speaking of this island) with the minimum of rain, about half a mile from the shore, the soil is perfectly dry, and the manure only is applied, compared with the west coast, on which the quantity of rain falls, and upon which the maximum of rain falls; and upon which the manure is sunk, because now the timber and mactal can be sold at a profit. Thus populations settle on the mountain-side, and civilization subdues the primeval wild.

The total amount of Railways constructed and in progress, in Europe, in 1848, was about 23,000 miles—which nearly half was in Great Britain. An amount equal to that of Great Britain might be set down very safely, for the United States. Two thirds, therefore, of the railways, and almost the whole of the Oceanic steam navigation of the world, which is applicable to commercial purposes, were in the hands of these two nations. A similar proportion of the capital which such traffic requires, must centre in their ports, and go to increase their efficiency and their influence.

In England then, and in the United States, wealth, trade, and the social advancement and political influence which they beget, are to find their chief places of abode in the half-century to come. In these Protestant lands, these lands distinguished among Protestant lands, for their evangelical faith and zeal—the means of influence are to accumulate and abound. Can there be a doubt that He who does will amid the hosts of heaven, and the inhabitants of the earth, is furnishing to Protestant Faith and Puritan Society, the means of moulding the generations that are to come? Is not Providence all-seeing in the means of stamping our peculiarities of mind and character upon the less learned and active nations which we have left behind us in social development, and whose backwardness in this respect only indicates that yet more ruinous state of spiritual depression out of which the defects of their civilization arise?

THE FRENCH CONSTITUTION.

Bernadotte told Louis XVIII. that France must be governed with an iron hand and a velvet glove. The Louis who is now at the head of this remarkable people has evidently adopted the hint. Over the "iron hand" of despotism with which he grasps the throat of liberty, he has drawn the flimsy "velvet glove" of universal suffrage. The "Constitution" which he has given to France, could hardly have been more despotic, had it been made to order by a Russian or Austrian cabinet. It virtually constitutes Louis Napoleon the government of France, and even gives him the power of choosing his successor. He is required to quiesce to no oath, which, indeed, would be an unnecessary ceremony to one who is fresh from his violated oaths. The ministers depend so closely on him, the Chief of the State, "He has the power to call, and dismiss the Legislature and the Senate." He has also the power "to accord the Senators, by reason of the services rendered, and of their position as respects fortune, a personal donation which shall not exceed 30,000 francs yearly." He commands the land and sea forces, declares war, concludes treaties of peace, political and commercial alliances, and makes the rules and decrees for the execution of laws." "Justice is rendered in his name." "All officers swear fidelity to the Constitution and to him." "He alone has the initiative of the laws." All public functionaries "swear obedience to the Constitution, and fidelity to the President."

No provision is made for the election of a successor, except in the case of his death; so that the ten year term is a mere pretence.

The Senate is to consist, 1st of the Cardinals, Marshals, Admirals; 2d, of the citizens whom the President deems fit to elevate to the dignity. They are to be irremoveable, and named for life. Their functions are nominally gratuitous, though the President may confer on them an income of \$3,000; at his pleasure.

The Senate is to consist of 153 members,

only 80 of whom are to be appointed the first year. The sessions of the Senate for ever.

bearings of this question, because such experiments as Professor Way's, have a tendency to perpetuate and extend what we consider a very prevalent mistake in firm practice, viz: the applying of large quantities of manure to the fallow crop, in the belief that the soil will retain it for the benefit of after crops. The more perfect system would indicate that the manure should rather be extended over the whole rotation, than confined to one particular crop.

WORTH KNOWING,
To those whose Wardrobes want replenishing.

A. GILMOUR,
Tailor and Draper,
BRAGG'S BUILDING, KING STREET,

HAS ON HAND

THE CHOSEN STOCK OF SPRING CLOTH

IN THE CLOTHES CHAMBERS FOR NEAREST STYLING OF TEXTURE, AND COLOR.

TO CONTINUE TO THIS ESTABLISHMENT THE VERY LIBERAL PRICES AT WHICH IT HAS BEEN MAINTAINED.

JOSEPH KINNEAR,
10 CASKS LINSEED OIL,
20 casks WHITING,
6 casks Blue VITRIOL,
3 casks Soda,
2 casks Baking SODA,
2 casks Epsom SALTS,
1 cask Green COPPERAS,
6 casks COAL DUST; 1 ton ALUM,
10 bags Fine GLUE.

December 10. JOHN KINNEAR,
Prince Wm Street.

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Extract of a Letter from Mr. Joseph Gildon, Junr., a Farmer, East Kent, near Spilsby, Lincolnshire 5th April, 1846.

To PROFESSOR HOLLOWAY.

SIR—I send you the enclosures in reference to you a most wonderful cure wrought upon myself, by the use of your Ointment and Pills. I had a severe attack of Erysipelas in my right foot, which extended along my ankle, and was attended with swelling and inflammation to an alarming degree, insomuch that I could not walk without the use of crutches. I consulted a wise physician, Physician, besides other Medical men, but to no purpose. At last I tried your Ointment and Pills, when, strange to say, in less than two weeks the swelling and inflammation subsided to such a degree that I was enabled to pursue my daily avocation without pain. I am now in the greatest of health, and am again in full exercise of my limbs, seeing that I was cured so quickly. I and my family are well known here, as my father holds his farm under the Rev. J. Spence, Rector of our Parish.

Astonishing Efficacy OF HOLLOWAY'S PILLS And OINTMENT.

EXTRAORDINARY CURES BY
Holloway's Ointment.

CURE OF A DESPERATE CASE OF ERYSPelas.

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AMPUTATION OF TWO LEGS PREVENTED.

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