

From Blackwoods Magazine for January.

## The Song of the Mail-Carman.

Oh, the days were bright  
When, young and light,  
I drove my team,  
My four-in-hand  
Along the Strand,  
Of bloods the cream.  
But time flies fast—  
Those days are past.  
The ribbons are a dream—  
Now, there's nothing half so quick in life  
As steam, still, steam.

The Bristol Mail,  
Is but a snail,  
The York stands still,  
The Liverpool  
Is but a snail—  
All gone down hill.  
Your fire you joke,  
Up springs your smoke,  
Now, there's nothing half so quick in life  
As steam, still, steam.

Along the sky  
The sparkles fly,  
You fly below—  
You leave behind  
Time, tide and wind,  
Hail, rain, and snow.  
Through mountain cores  
The engine snags,  
The gas lamps gleam,  
Oh, there's nothing half so quick in life  
As steam, still, steam.

You're still,  
You see a mill,  
A bit of sky,  
You see a cow,  
You see a plough,  
All shooting by.  
The cabriolet,  
The hedges dance,  
Like geese in evening's beam,  
Oh, there's nothing half so quick in life  
As steam, still, steam.

You hear a sound,  
You feel a bound,  
You all look blue,  
You've split a horse,  
A man's a cove,  
All's one to you.  
Upon the road,  
You meet a load,  
In vain you willy scream,  
Oh, there's nothing half so quick in life  
As steam, still, steam.

## AGRICULTURAL CHEMISTRY.

No manure can be taken up by the roots of plants unless water is present; and water or its elements exists in all the products of vegetation. The germination of seeds does not take place without the presence of air or oxygen gas.

Plants are found on analysis to consist principally of charcoal and a firm matter. They give out by distillation volatile compounds, the elements of which are pure air, coal matter, inflammable air, and azote, or the elastic substance which forms a part of the atmosphere, and which is capable of supporting combustion. These elements they gain either by their leaves from the air or by their roots from the soil.

All manures from organic substances contain the principles of vegetable matter, which, during putrefaction, are rendered either soluble in water or infusible, and in these states they are capable of being assimilated to the vegetable organs. No one principally affords the phlogiston of vegetable life; it is neither charcoal, nor hydrogen, nor azote, nor oxygen, alone; but all of them together in various states and various combinations.

Plants require only certain quantity of manure; and excess may be detrimental, and cannot be useful.

Slaked lime was used by the Romans for manuring the soil where fruit trees grew. This we are informed by Pliny.

Nothing is more wanting in agriculture than experiments in which all the circumstances are minutely and scientifically detailed. This art will advance with rapidity in proportion as it becomes exact in its methods.

Discoveries made in the cultivation of the earth are not merely for the time and country in which they are developed, but they may be considered as extending to future ages; and as ultimately tending to benefit the human race; as affording subsistence for generations yet to come; as multiplying life, and likewise preparing for enjoyment.

Plants in general afford from one-fifth to one-seventh of their weight of dry matter.

One-fourth part of the weight of the potato; at least, may be considered as nutritive matter.

The principal constituents of the carbonaceous

in the atmosphere seems to be in affording nourishment to plants; and some of them appear to be supplied with carbon chiefly from this source. Carbonic acid gas is formed during fermentation, combustion, putrefaction, and a number of operations taking place upon the surface of the earth; and there is no other process known in nature by which it can be destroyed than by vegetation.

It is usual to carry straw that can be used for no other purpose to the dunghill, to ferment and decompose; but it is worth experiment, whether it may not be more economically applied when chopped small by a proper machine, and kept dry till it is plowed in for the use of a crop. In this case, though it would decompose much more slowly, and produce less effect at first, yet its influence would be much more lasting.

Manures from animal substances in general require no chemical preparation to fit them for the soil. The great object with the farmer is to blend them with earthy constituents in a proper state of division, and to prevent their too rapid decomposition. [Exchange paper.]

## Provincial Parliament.

## HOUSE OF ASSEMBLY.

Larch 2.  
Mr. Thomson presented the following Petition.

From Edward Seelye, for pecuniary aid in erecting a Flour and Out Mill—referred to Agricultural Committee.

From George Gunnison and Joseph Pratt, to be reimbursed the balance due them for repairs on the Bridge over the Magdalen river—referred to Road Committee.

From Rector, Church Wardens and Vestry of St. George, to be reimbursed duties on a Bell for said Church—referred to Committee of Supply.

Mr. Brown presented a petition from Alice Thomson, of St. Andrews, for teaching a School—referred to School Committee.

A Bill brought in by Mr. Boyd to establish a Board of Health at St. Andrews, was rejected by the House—yeas 2, nays 19.

A Bill brought in by Mr. Thomson, to authorize the Justices of the Peace for Charlotte to make further provision for the payment of the High Sheriff of that County, was amended and agreed to by the House.

March 3.  
The Committee of Trade have submitted their Report.

No 12. The petition of Thos. Moses Dep. Treasurer at West Isles, praying an increased allowance for services; the Committee refer the House to the report of the Committee of Trade of last Session, by which it will be seen that the prayer of this Petition cannot be complied with.

No 15. The petition of Thos. Jones, Wm. Ker, and others of the County of Charlotte, praying for the removal of the Imperial Duties on Wheat Flour; as this subject will come up for discussion in Committee of the whole in Ways and Means, your Committee forbear expressing an opinion on the subject.

No 16. The petition of Cochran Craig for additional allowance for services; the Committee cannot recommend the prayer of the Petition.

No 20. The petition of John Wilson, for a grant of money for the further improvement of Dark Harbour, at Grand Manan—Committee recommend an appropriation of £100 towards this object.

No 24. Petition of James Chaffey, West Isles, for remission of Duties on Lumber and Light Dues—Committee recommend that the sum of £88 9 be granted him.

No 27. Petition of John Marks, of a like prayer as No 24—Committee recommend that £82 7 be granted him.

A STORY WITH A MORAL.—When Charles the Second chartered the Royal Society, it is narrated of him that he was disposed to give the philosophers a royal, but at the same time a wholesome lecture. "Why is it, my lords and gentlemen, said he, that if you fill a vessel with water to the very brim, so that it will not hold a single drop more, yet, putting a turbot into the water, it shall not overflow the vessel?" Many were the sage conjectures—that the fish would drink as much water as compensated for his own bulk—that he condensed to that amount—that the air-bladder had something to do with the phenomenon—and a hundred others, which were propounded and abandoned in their turn, much to the amusement of the "werry monarch." At length Mr. Wren (afterwards Sir Christopher) modestly asked, "But is your Majesty sure that such would be the case?" "Aye, there," exclaimed his Majesty, laughing, "you have it; always, gentlemen, find out whether the thing be true before you proceed to account for it; then I shall not be ashamed of the charter I have just given you."

A young gentleman paid his addresses to a young lady, by whose mother he was unfavorably received. "How hard," said he to the young lady, "to separate those whom love has united!" "Very hard, indeed," replied she, with great innocence, at the same time drawing her arms round his neck, and so another will find it.

## RAILWAYS.

Their Rise, Progress, and Construction &c. by Robert Ritchie, Civil Engineer. 8vo. London: 1846.

We copy the following extracts, from a well-written paper, in the Edinburgh Review, on "Railways at Home and Abroad." The part which we have selected is the notice of Mr. Ritchie's work.

When we consider the great material resources of this country, her progress in commerce, and the antiquity of her naval supremacy, we cannot fail to be surprised at the late date of her advancement in the important art of Internal Transport. Yet from the conditions of her topography there must always have existed the strongest incentive to improve the means of inland communication. All her great seats of manufacture are situated near her geographical centre. There, inexhaustible sources of iron and coal abound. Yet, until within little more than fifty years from the present time, England was among the most backward countries in Europe, in this branch of the industrial arts.

Until the middle of the last century, goods continued to be conveyed in Scotland on pack-horses. The time required by common carriers to complete even short journeys in populous districts would seem, to our present modes of thinking, absolutely incredible. Sir Henry Parnell relates, that the ordinary Carrier between Edinburgh and Selkirk, a distance of thirty-eight miles, required a fortnight for his journey, going and returning! In 1750, the Stage-Coach between Edinburgh and Glasgow took a day and a half to complete the journey. In the year 1763, there was but one Stage-Coach between London and Edinburgh, which started once a month from each place, and took a fortnight to complete the trip! The tract of ground crossed by the Liverpool and Manchester railway, on which thousands of travellers are now daily transported at a speed varying from twenty-five to fifty miles an hour, just seventy-five years ago, was travelled by Arthur Young who has left us the following description of it:—"I know not in the whole range of language terms sufficiently expressive to describe this infernal road. Let me most seriously caution all travellers who may accidentally propose to travel this terrible country, to avoid it as they would the devil; for a thousand to one they break their necks or their limbs by overthrows or breakings down. They will here meet with rust, which I actually measured, four feet deep, and floating with mud only from a wet summer. What, therefore, must it be after a winter? The only mending it receives is tumbling in some loose stones, which serve no other purpose than jolting a carriage in the most intolerable manner. These are not merely notions, but facts; for I actually passed three cars broken down in these eighteen miles of execrable memory."

Roused from their apathy, the wealthy and powerful canal companies at once resolved to propitiate the merchants by a reduction of their tariff. It was, however, too late. The decision was taken; the new project had been well considered, and its advantages were rendered too plain. Conciliation failed, and compromise rejected, the inland navigation interest rallied their partisans in parliament to oppose the act authorizing the construction of the Railway, and for two years they succeeded in their purpose. The commerce of Liverpool and Manchester, however, felt its interest too deeply involved to submit to be repulsed, and at length, in the year 1825, the act to incorporate the Railway Company received the royal assent.

Such was the origin of that singular advancement in the art of transport overland, which has formed so remarkable an event in the present age, and which has spread its influence, more or less, over all that portion of the terrestrial globe to which civilization has extended. The unprecedented degree in which capital has been attracted to this improvement, within the last two years, the extraordinary manner in which it has engrossed the attention of every enlightened people, and more especially that of our own country—the great interests which are consequently involved in it, and above all, the imperfect means of information which have been afforded to the public respecting it, combine to render it a fit subject for an extended notice. We propose, therefore, in the present Article, to take a brief retrospect of the progress of the art of Railway Transport, from the opening of the Liverpool and Manchester line to the present time—to lay before our readers the actual state and immediate prospects of Railway Transit in the various countries where it has been commenced—to examine its effects on social and commercial intercourse, and to consider the often and anxiously discussed questions of its safety—of the uniformity of gauge—and of the relations between Railways and the State.

As originally designed, the sole object of the Liverpool and Manchester Railway was the transport of merchandise between these important towns. Manchester, a great manufacturing district, received its raw material from distant quarters of the globe by the port of Liverpool and, on the other hand, shipped

at the same port the manufactured produce of its mills and factories to its customers in every part of the world. The reciprocal transmission of these articles was the main object to which the new company looked, as the means of affording an adequate return for the capital they were about to expend.

Hitherto the transport of passengers on the proposed railway had not entered into the contemplation of the projectors, or if it did, it was regarded as practicable only to a limited extent, and as altogether secondary to the traffic in merchandise. It was now, however, suggested that locomotive engines might possibly be so constructed as to draw the waggon with a speed of ten or twelve miles an hour, and in that case, that it was worth considering whether the passenger traffic between Liverpool and Manchester might not be attracted to the railway.

It is curious to observe, now that the consequences of this great enterprise are before the world, how completely they were unforeseen. The idea of a steam-engine drawing a load twelve miles an hour (which, we believe, was thrown out with some timidity by Mr. Stephenson), was received with ridicule by most of his engineering contemporaries. One distinguished writer on railways, who resided in the midst of a coal country, and under whose windows locomotives had been working for years, indignantly disavowed any participation in such extravagant speculations, and has left his disclaimer on record in a published work. He begged that he might not be confounded with those hot-headed enthusiasts who asserted the possibility of carriages being drawn by a steam-engine on a railway at such a speed as twelve miles an hour! Within a few months after the publication of this remarkable disclaimer, amidst the incredulity and ridicule of the majority of the engineering profession, and to the astonishment of the scientific world, the railway was traversed by the "Rocket" with a speed of upwards of twenty-nine miles an hour.

The comparatively low fares, and extraordinary expedition offered by the railway, had the effect which might have been expected. Previously, the number of travellers, daily by the coaches, was about five hundred; it was immediately augmented about three-fold. Sixteen hundred passengers per day passed between these towns.

Thus, the problem of the rapid transport of passengers by steam on the railways was solved in 1830, and the profitable character of the enterprise soon became apparent. Dividends of ten per cent. were declared, and the shares were greedily bought up at a hundred and twenty per cent. premium. Then followed in rapid succession those results which must necessarily have ensued. Other lines of railway, connecting the chief centres of population and industry with the metropolis, and with each other, were projected. In the four years which elapsed from 1832 to 1836, about four hundred and fifty miles of railway were completed, and three hundred and fifty miles were in progress of construction.

The engines were originally supported on four wheels only; the number is now six. An increased security is thus obtained in case of an accidental fracture of an axle-tree. Since, however, the transfer of the machinery outside the wheels, this precaution is of less importance.

The system of internal communication by railways now in progress of construction throughout Great Britain, will form, under various points of view, a singular example in the history of public works. Their stupendous magnitude, and the many novel works of art upon which are scarcely so remarkable as the rapidity of their execution, the amount of capital they have absorbed, and the still more enormous amount of capital they have created. The effects they have produced upon the social and commercial relations of different centres of population and commerce, by augmenting in an unforeseen and incredible ratio the personal communication between them, are not among the least memorable consequences of these undertakings.

When the results of the operations in England, became known in America, the advantages which such means of intercommunication must produce in that country became immediately apparent; and, in various parts of the Union, the enterprising spirit of the population was directed to the construction of railways. The progress was rapid; and a few years witnessed an extensive system of steam communication by land, throughout the most populous and active of the Atlantic States.

Revengeful Hen.—A gentleman one summer had lost most of his chickens by a sparrow hawk, that came gliding down between a faggot pile and the end of his house to the place where the coops stood. The owner inwardly vexed to see his flock thus diminishing, hung a setting net adroitly between the pile and the house, into which the crafty bird was entangled. Resentment suggested the law of retaliation; he therefore clipped the hawk's wings, cut off his talons, and, having a cork on his bill, threw him down among the brood-hens. Imagination cannot paint the scene that ensued; the expressions that fear, rage, and revenge inspired, were new, or at least

such as had been unnoticed before; the exasperated matrons upbraided, they execrated, they insulted, they triumphed. In a word, they never desisted from bullying their adversary till they had torn him in a hundred pieces.

LATE FROM CHINA.—By an arrival at New York, we have intelligence to the 25th November. Reports were current at Hong Kong that the Canton men had formed an association to break into and plunder the houses of foreigners at Shanghai, successively. Several houses had already been broken into.

Mr. Meadows, British Official Interpreter, proposes to publish a new Journal in Chinese. The plan proposed, says the Overland Register, is well calculated to produce a beneficial effect by removing many of the prejudices of the Chinese, and smoothing the intercourse between them and foreigners.

A very destructive fire had occurred at the City of Nankang, at which a large amount of tea was destroyed. Reports stated the amount at from 15 to 30,000 chests.

The ship, Elizabeth Walker of Glasgow was destroyed by fire on the 12th October on her passage from Bombay to China. The ship was freighted with cotton which ignited, when the flames spread so rapid that nothing was saved, and the captain and crew had barely time to escape.

New and valuable coal-fields had been discovered in Formosa by Lieut. Gordon, of the British Navy.

The British schooner Perrel, having a quantity of specie on board was attacked while at anchor off the Brothers, near Hong Kong, by what appeared to be three large fishing-boats. The P. weighed anchor, and, by playing the pirates with grape and canister, they succeeded in keeping them off, and finally ran into Cum-sing-moon.

FAMINE IN THE SANDWICH ISLANDS.—We have intelligence from the Sandwich Islands that the inhabitants of some districts have been suffering severely from famine. The only dependence of the natives for some time, had been on roots; the eating of which had produced much sickness and death. Fire had followed famine.

FREIGHTS AT NEW-YORK.—The Express of last Friday, says:—"Notwithstanding the fleet of vessels that have arrived within the last few days, freights have fallen off very little—every vessel offered is taken up readily. Six ships and barks have been taken up for Ireland at 26 a 27 for grain in bags and bulk; 10 Glasgow 8s. for flour and 26d for grain; 10 Liverpool 8s. 6d for flour and 24d for grain."

Household of Henry the Eighth.—The following extract from an old M. S. relating to the regulation of Henry the Eighth's household, is curious and interesting.

His highness's baker shall not put alum into the bread, nor mix rye, oat, or bean flour with the same, and if detected he shall be put in the stocks. His highness's attendants are not to steal any lock of keys, tables, forms, cupboards, or other furniture, out of noblemen's or gentlemen's houses, where they go to visit. Master cooks shall not employ such scullions as go about ill dressed or lie all night on the ground before the kitchen fire. No dogs to be kept in the Court, but only a few spaniels for the ladies. Diners to be at ten, suppers at four. The officers of his petty chambers shall be living together, no grudging nor grumbling, nor talking of the King's pasture. The King's larder is enjoined to be cleanly, not to frequent the company of misjudged persons for fear of danger to the King's royal person. There shall be no romping with maids on the stair-case, by which dishes and other things are often broken. Care shall be taken of the pewter spoons, and that the wooden ones used in the kitchen be not broken or stolen. The pages shall not interrupt the kitchen maids. The groom shall not steal his highness's straw for beds; sufficient being allowed them. Coal only to be allowed to the King's, Queen's, and Lady Mary's chambers. The brewers are apt to put any brimstone into the ale. Among the fishes for the table, is mentioned the porpoise; if too big for a horse load, an extra allowance to purveyer. Twenty-four loaves a day allowed for his royal highness's greyhounds. Ordered, that all noblemen and gentlemen at the end of the Sessions of Parliament depart to their several Counties, on pain of the Royal displeasure.

God's excellency, his wisdom, his purity and love, seem to appear in everything, in the sun, moon and stars, in the clouds and blue sky in the grass, flowers, trees, in the water, and in all nature, which used greatly to fix my mind. Often used to sit and view the world for a long time, and in day spent much time in viewing the clouds and sky, to behold the sweet glory of good in these things—in the mountains singing forth, with a low voice, my contemplations of the Creator and Redeemer. Jonathan Edwards.

Those who would be happy themselves, should render others so.



MEXICO.  
Important from the Seat of War.—The  
Enemy near Saltillo.—Gen. Taylor's outposts  
driven in.—The attack on Matamoros.  
—Mexican Army this side of the Mountains.  
The schooner Cors arrived at New Orleans  
on the 29th ult. from Brazos 19th. The in-  
telligence of a prospect of an action at Saltillo  
is confirmed. All of Gen. Taylor's outposts  
are said to have been driven in, and an attack,  
if made at all, was expected during the first  
few days of February.  
General Taylor's command at Saltillo would  
exceed six thousand men. Many believed  
that when the Mexicans found him in such  
force, the idea of an attack would be abandon-  
ed.  
Very many officers were still of opinion  
that Santa Anna meditated no serious blow  
in that quarter, and that the movement was  
but a feint, and that he would lead the main  
body of his forces to Vera Cruz.  
Runners have reached New Orleans by this  
arrival that a general engagement had taken  
place. The Picayune attaches no credit to them.  
Much apprehension was felt at Matamoros  
of an attack by Gen. Urrea, who is under-  
stood to be on this side of the Mountains with  
four thousand men, two thousand of them not  
to be surpassed by any in the Mexican ser-  
vice; the remainder are Rancheros.  
Col. Drake, commanding at Matamoros,  
has provided muskets and ammunition for  
citizens in case of an attack, and had sent to  
Point Isabel for several pieces of ordnance.  
The Picayune does not deem the danger  
threatening Matamoros very imminent.  
Troops were embarking at the mouth of  
the Rio Grande as rapidly as possible. Gen.  
Scott sailed on the 13th.  
Gen. Worth had not left on the 19th, and  
would not until the whole command was on  
shipboard. It was not supposed that the ar-  
my could move from the island of Lobos be-  
fore the 15th of March.  
A rumor was current among the "squadron  
off" Union Lizards, on the 4th February, that  
the whole United States naval force in the  
Gulf of Mexico would collect on the 20th of  
the month; to be in readiness to co-operate  
with Gen. Scott in the expected attack on  
Vera Cruz, and it was the general impression  
throughout the squadron that they would have  
a fight at last.  
Preparations for an Attack on Vera Cruz.—  
The steamship New Orleans, Capt. Wright,  
got under weigh last evening for Brazos San-  
tiago, Island of Lobos, and Tampico. Major  
General Jessup and staff, Captain Grayson,  
Commissary, and a number of other officers  
were passengers in her. One hundred and  
eighty-five horses were also on board. The  
material for the army operations has now  
gone forward, and we may soon expect to  
hear of the great demonstration upon Vera  
Cruz. We are greatly deceived, if we don't  
hear something, ere long, of striking, and it  
may be bloody interest.—N. Orleans Tropic.  
A letter dated Monterey, Jan. 31st, states  
that General Wool has written to General  
Taylor, that a force of from ten to thirteen  
thousand of the enemy is advancing on him,  
and urges in the strongest terms the presence  
of Gen. Taylor at Saltillo. Gen. Taylor had  
accordingly gone up with a large force, inten-  
ding to give the enemy battle, if they could  
be found.  
Back from the Seat of War!—By the  
schooner Delta, at New Orleans on the 1st  
instant, Tampico dates to the 25th ult. have  
been received.  
Gen. Scott arrived at Tampico on the 19th  
where it was reported that Vera Cruz had  
been evacuated by order of Santa Anna, and  
the Mexican troops marched to the interior.  
It is stated that Santa Anna was to march  
upon Saltillo, previous to attacking Monterey.  
General Urrea, with 5000 troops, at Victo-  
ria, was to attack Matamoros, and both ex-  
peditions must prove successful,—so writes  
Santa Anna's private Secretary.  
It is pretty certain that Santa Anna is  
now at Saltillo, and it is even reported that  
he had been engaged in a conflict with Gen.  
Taylor, but the latter is not believed at Tam-  
pico.—There is little doubt that Gen. Minion  
will give Gen. Taylor considerable trouble.  
The latter was much in want of light troops.  
Loss of a British Mail Steamer.—The  
Atrevida, at New Orleans from Campechy  
19th February, brings news that the British  
Royal Mail Steamer Tweed, was lost on the  
19th February, N. E. of Cardenas. Sixty  
persons were drowned. An expedition was  
sent from Campechy to her assistance.  
The Tweed left Havanna on the 9th ult.  
for Vera Cruz and Tampico. The Alcranes,  
on which she was lost, lie about seventy miles  
from the coast of Yucatan, directly north of  
Merida.  
The British steamship Antelope, which ar-  
rived at Rio Janeiro in 35 days from Liver-  
pool, is understood to be the first of a line of  
steam packets, about to be established between  
Liverpool and Rio, touching at Pernambuco  
and Bahia.  
Andians Robbery in Canada.—A man  
from New York named Ludlow was recently  
robbed of a large amount of money in the fol-  
lowing manner:—He was travelling on foot  
near Longueuil on the Ottawa when he was  
seized by three men in a sleigh drawn by a  
single horse. The men offered him a ride  
which he accepted. When they had proceed-  
ed a little way, the men conversed in French  
and while, after which one of them offered  
to tell Ludlow the horse, but he alleged  
that he had only \$10 about him. The villains  
then presented pistols and other weapons to  
his breast and demanded his money which  
Ludlow was forced to deliver to the amount  
of over \$1000. His life was only spared on  
condition of a solemn oath not to divulge the  
facts for 24 hours. The robbers then turned  
the sleigh and drove off.

COMMUNICATION.  
[FOR THE STANDARD.]  
RAMBLING REMARKS ON COLONIAL RAILWAYS.  
No. 11.  
Railways in the United States, where iron rails,  
costing from £800 to £2,000 per mile, are almost  
exclusively in use, cost from £1,000 to £6,000  
per mile; The Madison and Indianapolis railway  
in the State of Indiana (56 miles in length) cost  
less than £1,000 per mile. If iron rails are used,  
as is probable, the other expenses of constructing  
this railway, were less than £300 a mile.—There  
are many other railways in the United States cost-  
ing no more than six, eight, ten, or twelve thou-  
sand dollars per mile. In this Province, the whole  
expense of constructing a railway with wooden  
rails, and Prosser's Guide and Safety Wheels,  
would be the labor—the materials and public lands  
costing nothing.—Private lands would probably, in  
most cases at least, be a gratuity from the proprie-  
tors for the benefit of having a railway pass through  
them—at any rate, the cost of purchase would be  
trifling. Where the face of the country is favor-  
able, it is difficult to conceive how such a railway  
could cost more than £1,000 or £1,500 per mile  
—add over a plain or flat country, more than £500  
a mile. The engines and cars would, in the first  
instance, be imported.—Eventually they would be  
made in the Province. Doubtless the Legislature,  
in addition to free grants of land, materials, fuel,  
guarantee of interest on investments for a limited  
time &c. to railway companies, would readily ex-  
empt them from local taxation, and imported ar-  
ticles necessary for the use of railways, from duties,  
until they should realize a liberal profit to the  
proprietors.  
The practicability and efficiency of wooden rails  
have recently been satisfactorily tested on Wimble-  
ton Common, near London. The tractive power  
of wooden rails is proved to be double that of iron,  
and Prosser's invention enables the engine and  
trains to turn much sharper curves than can be  
done with the flange wheels.—Both these cir-  
cumstances save much expense in grading, and com-  
bine cheapness, security, and comfort. Granite  
sleepers are also being superseded by wooden ones,  
both in England and the United States. Other  
improvements will doubtless follow in rapid suc-  
cession. Mr. Parkhurst's recent improvement of  
the steam-engine unit, it is said, great additional  
power with a great saving of fuel. In this Pro-  
vince, the cost of fuel for many years to come—say  
be little more than the expense of cutting—may  
run from 2s 6d to 2s a cord. Wood for railway-fuel is  
preferred to coal, because it fires more readily, and  
thus saves much time.  
Another recent invention spoken of in the Pa-  
pers, if successful, will, on moderately undulating  
surfaces, reduce the expense of grading to a mere  
trifle, compared with the ordinary expense. It is  
the application of the power to every car separately,  
and thus increasing the adhesion, or tractive power,  
just in proportion to the number of cars. At pre-  
sent, the traction is confined to the engine-car alone,  
and consequently the ascending grades, with iron  
rails, must be reduced to about, I believe, one foot  
in 100—and with wood-rails, one foot in 50. On  
wood-rails the carriages may be much lighter and  
less expensive, and the wear and tear is much less.  
It has been shown that wooden rails may be re-  
placed every two or three years for six per cent in-  
terest on the cost of iron rails—Iron rails wear out  
in 15 or 20 years, and even ten years.—Wood-rails  
of the most durable kind, would probably last some  
6 or 8 years, and if submitted to Payne's process,  
at a cost of some £30 or £40 a mile, 1 am told,  
would not decay for many years.  
Mr. Canning used to say, "that nothing was so  
fallacious as figures, except facts." True, they  
are passive instruments, which may be pressed into  
any service.—But the intelligent and unprejudiced  
reader will readily discover, when they are used  
for selfish purposes, and when to illustrate a com-  
mon benefit.—If they may be made to speak un-  
truths, they may also be made to confirm substan-  
tial verities. Verrier's figures were not fibbing,  
when they enabled him to detect the existence of  
a new planet, and its place in the Heavens, before  
it was seen.  
The contemplated Irish railway, called the great  
back-bone-railway, it is said, to be made with  
wooden-rails.  
Competition with railways.—The Province has re-  
sented, or nearly so, its maximum of exports, and they  
must shortly recede, unless new facilities are pro-  
vided for the development of its resources. Rail-  
ways would lessen the cost of our present wood-  
staple, and bring to the sea-board an immense quan-  
tity of wood-logs for exportation, which, without  
them, must remain in their native wilds to decay or  
be consumed by fire, or be cut down and burnt on  
the land. The expense of conveying supplies into  
the interior would be reduced one-half or two-thirds,  
and thus relieve an important portion of the cap-  
ital now employed in transportation, for the creation  
and extension of other branches of industry. The  
marketable lumber on the lands to be cleared, of  
new settlers, would more than pay for the clearing  
—and the timber, instead of being a burden to  
them, would be a source of profit, and encourage-  
ment. In no part of the world can ships be built  
cheaper, if so cheap, as in this Eastern country.—  
Maine builds more ships than any state in the  
Union, and is an extensive carrier for the other  
States. Railways would give a powerful impulse  
to ship building in the Province, both for domestic  
trading, and sale in England. Ships would be-  
come an important article of export. The lower  
Colonies are admirably adapted for becoming steam-  
ship carriers for other parts of the world.—Their  
wide range of sea board, equal, perhaps, to that of  
all the ship-building States of the American Union,  
makes them naturally maritime, and a large por-  
tion of the population, sailors, from ship-builders.

Railways are a commercial necessity of the present  
age. They are necessary to the rapid advance-  
ment of the Province in population and wealth, and  
to invite into it capital from abroad. Nothing else  
will accomplish these objects. The first success-  
ful railway will be quickly followed by others in  
different parts of the Province. The difficulty of  
obtaining the fiscal means previously to an untried,  
though not doubtful, experiment, will be removed,  
and the future progress comparatively easy.  
A railway to the Grand Falls, on the St. John's,  
when the Halifax and Quebec railway is complet-  
ed, will give to the Western party of the Province  
also, a railway to Quebec, and open up a commu-  
nication with the great valley of the St. Lawrence,  
and with the Western States.  
If a railway should go further than the Grand  
Falls, having branches to Charlotte and St. John,  
it would doubtless be good property to the stock-  
holders, and of paramount importance to the coun-  
try.  
Every branch of industry would immediately re-  
ceive a forward movement. Insisted at the present  
sluggish and unattractive position of almost every  
branch of industry, new life, vigor, and activity  
would be given to all, and new resources of public  
prosperity would be called into existence.  
In 1820, the receipts of coal at Philadelphia  
from the interior of the State, was only 369 tons—  
in 1830, 174,000—in 1840 they were 564,000—  
and in 1846, 2,300,000 tons. In 1846 the vessel  
cleared from Philadelphia, laden with coal, were  
8,307.—The increase of the manufacture of iron  
was on the same grand scale.—To what is Pennsylv-  
ania indebted for these astounding results, but to  
her railways and canals? Although they have oc-  
casioned an enormous State indebtedness of more  
than fifty millions of dollars, the whole amount  
has already, as stated in the American Almanac  
for 1847, been more than returned to the State in  
the augmented aggregate wealth of its population.  
Yours, &c. F. S. A.

We beg to call attention to the letters  
of F. S. A. now publishing in the Standard.  
They display no small share of ability and  
research, and will doubtless be read with in-  
terest in every part of the Province. The  
importance of Railways is gradually becom-  
ing more appreciated, and it is to be hoped  
they will ere long be found interesting to the  
British American colonies in all directions.  
Our commercial and agricultural prosperity,  
very much depends upon this means of trans-  
port; and if we wish to keep pace with the  
general improvement of the age we must have  
recourse to the same expedients that have  
done so much to increase the prosperity of  
both Europe and America. F. S. A. has  
our best thanks, and we think we may add  
those of the public for his able and interest-  
ing statements on this important subject.

DESTITUTE POOR OF IRELAND.  
AND SCOTLAND.  
We understand that a Collection will be  
made on Sunday morning next, at All Saints  
Church in this Town, and at the Chapel of  
Ease at Chancery, for the distressed Irish,  
and the Scotch Highlanders. We hope the  
collection will be liberal.

We are pleased to hear of the increase of  
Mechanics' Institutes throughout the Pro-  
vince. The inhabitants of Woodstock are  
endeavouring to set up one at that place, and  
we observe that the Rev. Mr. Temple, Wes-  
leyan Minister, in furtherance of so laudable  
an undertaking, recently delivered one or two  
excellent Lectures on Astronomy.

Provincial Parliament.  
HOUSE OF ASSEMBLY.  
March 8.  
The house went in Supply; and several  
debates followed, the longest being on a mo-  
tion brought by Mr. Boyd to reimburse a Mr.  
Turner, in St. Andrews, for money expended  
by him in the support of sick and distressed  
Emigrants. The main difficulty of this case  
seemed to be whether the Town of St. Andrew's,  
the County of Charlotte, or the Province,  
should pay the debt; as all acknowledged  
the claim of Mr. Turner to be a just one.  
After every thing which could be said on  
either side being advanced the Committee re-  
jected the motion on the ground that it was a  
local matter connected with the County of  
Charlotte, and the Town of St. Andrews.—  
Mr. Boyd fought to the last; but in Military  
phrase, he was "forced to yield to numbers."  
—New Brunswick Reporter.

March 10.  
The Committee of Trade, submitted a second  
Report.  
No. 34 The Petition of Samuel Abbot and  
others of the County of Charlotte, praying  
for the abolition of the Imperial Duty on  
Wheat Flour imported into this Province.  
As this matter is more especially for the con-  
sideration of the whole House in Committee  
of Ways and Means, your Committee think  
it unnecessary to express an opinion on the  
subject.  
No. 46. The Petition of Robert Watson,  
Deputy Treasurer at Saint Stephen, praying  
reimbursement of expenses incurred in pro-  
ceedings had against John Marks, for refusing  
to execute a bond to the Crown under the Act  
of 7 Vict. c. 18. The Committee recommend  
that £6 6 s be granted him.  
No. 53. The Petition of Thomas Sime,  
Junior, praying a Grant for Return Dues  
paid on Corn Broom Brush for the manufac-  
ture of Brooms, imported from the United  
States. The Committee recommended that  
a Grant of £5 5 s 2 p in favour of the Pet-  
itioner.  
To His Excellency the Lieutenant Govern-  
or or Administrator of the Government for  
the time being, a sum not exceeding £236-  
5- to discharge and cancel certain Bonds  
given by Thomas Watt, Alexander Campbell  
and G. D. Street, to the Crown, and on which  
an Extent has been issued; to be drawn when  
the costs due on said Extent have been paid  
by the said T. Watt, A. Campbell, and G. D.  
Street, agreeably to the recommendation of  
the Committee thereon.  
To Alexander Campbell and G. D. Street  
the sum of £78 15s, to reimburse them for  
that amount paid in cash at the sale of the  
Property of the said Thomas Watt, under an  
Extent from the Crown, agreeably to the re-  
commendation of the Committee thereon.  
To William Ker, for Trustees of the Creditors  
of the Estate of the late James Bait, the  
sum of £18 15s, being a portion of the sum  
of £255 paid by the deceased in his life time  
to the Crown, and not credited to him agree-  
ably to the recommendation of the Committee  
on Watt's Petition.  
Review of Legislative Proceedings.—On  
Saturday last the House was occupied for  
some time in discussing and defeating a Ry-  
der to the St. Andrews and Woodstock Rail-  
way facility Bill. This Ryder—whatever  
might have been the opinion or intention of  
its movers and supporters—would, had it been  
carried, rendered the Bill a nullity. What  
Company, whose outlay may for aught we  
know be £150,000, or £200,000, would thank  
any Government to guarantee an interest of  
£5,000 per annum, upon the condition that it  
shall be repaid the moment their receipts ex-  
ceed £10,000. It would be a perfect absurd-  
ity. It is remarkable how the opposition to  
this Bill (for it was opposition in point of fact  
whether intended or not) grew and increased  
as stage after stage had to be passed. At first  
there were but two members who openly and  
fairly opposed it.—Dr. Wilson and Mr. Smith,  
and the latter did not even rise on the motion  
for postponement. Two days afterwards the

Committee divided upon the first section  
which was opposed by Messrs. Wilson, Ba-  
berie, Landry, Smith, and Stevens. Messrs.  
McLeod and Wark then started another pro-  
position, viz. to guarantee three per cent  
 (£3,000) only, and for sustaining this motion  
there were Messrs. Wark, McLeod, Wilson,  
Landry, Barberie, Smith, and Stevens. Mr.  
R. D. Wilmot made the next movement, in  
the shape of a proviso that the money which  
may be advanced should be repaid whenever  
there should be a surplus in the receipts over  
and above £5,000 a year. This proposition  
gained two more in opposition, viz. Messrs.  
R. D. Wilmot and Rankin. The next move-  
ment was the Ryder above alluded to, which  
was supported by all the gentlemen already  
named, and by Messrs. Ritchie, Woodward,  
Harrington, and Read. The opposition may  
therefore be set down as follows; 1st stage  
two, 2nd stage five, 3rd stage seven, 4th stage  
nine, and 5th stage thirteen. It is well the  
Bill had no more stages to go through, or it  
would undoubtedly have been strangled in the  
birth.—So much for the consistency of our re-  
presentatives!

The Bill relating to Juries was brought in  
by Mr. Carman. It proposes to abolish the  
property qualification, and to substitute in-  
stead thereof that to be eligible to serve on a  
Jury a man shall be able to read and write  
the English language, &c. It proposes  
instead of the Sheriff summoning Jurors, to  
put the name of those qualified into a box,  
and 60 to be drawn by ballot, giving the Sher-  
riff the power of rejecting 6 out of 30. It  
contains no provision for the payment of Jurors,  
although Mr. C. stated that he was in-  
formally to the principle, and had an objection  
to the introduction of a section to that effect.  
The bill was stoutly opposed by Mr. Ritchie  
and Dr. Earle. The debate in a great in-  
stance turned on the payment of Jurors. We  
fully concur with that which appeared to be the  
general disposition of the House, that Jurors  
should be paid, and by those who go to  
law. If in a community of fourteen persons  
two of them are litigants, there is no justice  
in making the other twelve spend their time  
in adjudicating between them gratis.—Lyn-  
xist March 12.

On Wednesday last the House of Assem-  
bly, while in Committee of Ways and Means,  
passed a resolution to re-nact the Revenue  
Bill of last year.—They then passed a resolu-  
tion to pass a bill authorising the Execu-  
tive to abolish duties on produce from any  
British Colony whenever such Colony shall  
reciprocate. They next passed a resolution  
approving of the principle of protective duties.  
—Id.

Liberal Donation.—The hands employed  
in a Lumbering Camp on the North West  
branch of this river comprising 17 persons,  
one day last week wrote to their employer,  
stating that they had ungrudgingly subscribed  
to the list for the relief of the destitute Irish,  
and wished him to pay over on their account  
the liberal sum of Twenty one pounds. Their  
request was promptly attended to. Such a  
mark of liberality commands the admiration  
of the community.—Meremich Gleaner.

County Gloucester.—We have much satis-  
faction in being enabled to state that the sub-  
scriptions in this County, for the relief of the  
destitute Highlanders in Scotland already ex-  
ceeds one hundred pounds.—Id.

An Extensive fraud has recently been  
practised upon the Boston Custom House.—  
Some enterprising adventurers, pretending to  
be servants of Lord Elgin, came over in the  
last steamer and claimed to have their baggage  
passed free through the Custom House. This  
baggery, it is said, consisted of valuable lace  
and the scheme succeeded so far as to pass  
through all but one case, which was seized up-  
on by the suspicious gentlemen connected  
with the revenue.

Western Legislation.—On the 13th inst.,  
a flare-up took place in the hall of the House  
of Representatives of Missouri, between Mr.  
White, the Senator from Stoddard, and Mr.  
Sawyer, the Representative from Mississippi.  
Mr. Sawyer, attacked Mr. White, but they  
were immediately separated, and in a few mo-  
ments a repetition of short words, caused Mr.  
Sawyer to make another attack on Mr. White  
and they exchanged blows with much fierce-  
ness till separated.—(New Era).

MARRIED.  
At St. John, on the 4th instant, by the  
Rev. Robert Irvine, Mr. George M. Craig, to  
Miss Margaret M. Andrew, both of that City.  
On the 10th instant, by the same, Mr.  
Joseph Byas, to Miss Mary Brathwaite, both  
of that City.  
On the 22nd ult. by the same, Mr. John Pe-  
cker, of the Parish of Petersville, Queen's Co.,  
to Miss Jane Christie, of the Parish of West-  
field, King's County.  
On the 6th inst. by the Rev. K. C. Gall-  
away, Mr. William Bagellion, to Miss E.  
Quigley, both of St. John.

DIED.  
On the 11th inst., after a short illness, Mrs.  
Mary Hays, widow of the late John Hays,  
aged 36 years, leaving 6 orphan children to  
lament their irreparable loss. Mrs. Hays  
was left a widow nearly four years—during  
which she bore an irreproachable character  
and supported her large family by her own  
exertions.  
At St. John, very suddenly on Thursday  
afternoon, Mr. Richard Newlan, Painter, aged  
52 years, leaving a wife and six children to  
mourn their unexpected bereavement.

Spoken, Feb. 26th, 1st 31 43, long 76 10,  
brig Caladonia, 15 days from Matamoras, for  
St. Andrews—the Captain sick.

Mrs. Deborah Williams, who is the  
at New Sharon in the  
removed with her to  
Mrs. W. appears  
about suitable dispo-  
sable; never 1788  
few years previously  
ly converted to God a  
religion is no coun-  
of this divine change  
uniformly exhibited  
per, and general de-  
acquire her of any in-  
character. Her dom-  
with the utmost de-  
bring up her children  
of the Lord. Fears  
contrasted by attend-  
a certain portion of  
of her youthful char-  
The people of Ge-  
others and nothing is  
be favored, with in-  
versation. To be vi-  
pel, she considered  
her part was done, to  
ing and possible.  
years woman lived a  
voted life until a my-  
Providence, thought  
happy and more so  
which terminated her  
tion, which she bon-  
tear and resignation  
mourning—no dismis-  
her, although she a  
kind husband and fi-  
val to the writer "I  
since she was mar-  
unpleasant expression  
sive, and he who is in  
that he had never been  
impatiently on "any  
before she was called  
arrangement of the  
and seldom was the  
the ease left, than on  
tion. On Saturday  
her 22nd, after a short  
around, she quietly  
the testimony behind  
to enter into the para-  
most numerously at-  
proved, by the Rev-  
in a discourse grow-  
"O may I  
When all  
And dying  
Under my  
St. George, N. B.

PORT OF  
March 15, Sch. M  
port, Prov  
16th, Sch. Deft  
Maze &c.  
Nancy, H  
Ed. Dimo  
March 16, Sch. M  
port, Balla  
Charlotte, Ma  
Liverpool—sailed  
That Cottage  
Robert Ker—  
St. Andrews, Merch  
Ed. Sch. "Defin  
Ger has returned,  
3 Pantheons  
which he will sell to  
March 17th 1847.  
PORK  
On C  
5 BBLs. Prime  
3 Do. Mea  
25 Do. "up  
3 Do. Rye  
March 17, 1847  
LEC  
A Meeting of the  
city, will be held  
row (Thurs  
MR. J  
will deliver a lectu-  
ker at half past 7.  
The members of  
the generally, are in  
Admittance 7s  
door. By on  
March 17.  
M. HO  
TAI  
BEGS to intimate  
tic in general, to  
from England, rec-  
ter Street, opposit  
more & Watson's  
age. Mr. H. wou  
all who may do him  
with their comman  
wanting on his pa-  
and having during  
many opportunities  
that establishments  
self that he will giv  
St. Andrews Mar  
LONDON P  
Es "Duke of B  
via St.  
The subscriber ha  
40 Casks & do  
5 Do 6  
11/2 Do Boxes L  
Jan. 30, 1847







