

tensive district of Applecross in Rosshire which is available for sites for churches has repeatedly refused to grant them. The district of Applecross comprehends the parishes of Lochcarron and Applecross, the latter of which is about 20 miles in length, and upwards of 20 miles in breadth, and so great was the spiritual destitution of the people in that parish considered, that a church at the expense of the government was some years ago erected at Shieldag, for the accommodation of the people in that locality. Nearly the whole of the population of the district of Applecross adhere to the Free Church, and they are prepared to erect churches, if ground can be obtained for sites. The following are the particulars of the state of the district of Applecross, in regard to religion, in which it has been since the year 1843. —

1. The population of Lochcarron is about 1,960, and of these 1,900 are connected with the Free Church. The congregation till lately met for public worship in an open field. They have now got a canvass tent.

2. The whole population of Shieldag consists of 1,899, all of whom, with scarcely a single exception, adhere to the Free Church. The congregation worship in the open air.

3. Applecross.—Population 962, of whom three-fourths belong to the Free Church, and are without a church or any accommodation whatsoever.

In the district of Strathspey, in Invernesshires which is the property of one individual, sites have also been refused, notwithstanding the greater part of the population are adherent to the Free Church of Scotland. This district is 29 miles long, by about 15 miles broad, with a population of about 6,700. In Grantown, the centre of this extensive district, there is a large congregation, containing nearly 2,000 adherents of the Free Church, who have been refused ground for a site. In Duthill, a part of the same district, the congregation, amounting to about 1,000, have no place of worship but a wood.

In the parish of Cawdor, in Nairnshire, a site has been refused by the almost sole proprietor of the parish, notwithstanding that nearly the whole population, consisting of about 1,000 souls, belong to the Free Church of Scotland. The only substitute for a church is a wooden tent, which was allowed to be erected on compensation being made to the tenant of the ground, but the permission to erect even this poor fabric was coupled with certain unusual and extraordinary conditions, to which, however, the congregation did not in the circumstances refuse to submit.

The parish of Small Isles consists of the islands Eigg, Run, and Canna; but almost the entire Protestant population of the parish resides on the former, the island of Eigg; and with one or two exceptions they are all adherents of the Free Church. The minister of the Free Church, who, previous to the disruption, was minister of the established church of that parish, has, ever since that event, been driven to the necessity of employing a vessel to enable him to perform his ministerial functions, in consequence of the sole proprietor of the island having refused a petition signed by the whole Protestant population of the island to grant a site for either a manse or church in connexion with the Free Church, so that the minister is prevented from living on the island, and his congregation are without any place of worship.

Your petitioners may add further, that the Roman Catholic population of the island are not denied the toleration and exercise of their religion, which is refused to the adherents of the Free Church.

In the district of Ardnacharan, extending 40 miles long, and on an average five in breadth, and which contains three parishes, the greater part of whose population, amounting to 8,579, adhere to the Free Church, sites have been repeatedly refused, and the congregations are deprived the stated means of religious ordinances. This is also the case in the island of Harris, which has a population of about 4,000 souls, most of whom adhere to the Free Church.

Your petitioners may also state that the Highland population in the districts which have been referred to are as well known for their loyalty and obedience to the law, as they are on account of their poverty and destitution; and the depriving them of the appointed means of discharging their religious duties and obligations, by which its supporting and consoling influences are obtained, is taking from them that which has rendered their existence supportable; and enabled them to submit to their great temporal privations with so much fortitude and resignation.

In other parts of Scotland the same want of toleration has been manifested; sites have, after repeated applications, been refused the Free Church congregations at Canobie, Wamphray, and Wanlochhead, in the county of Dumfries.

1. The congregation at Canobie, in the parish of the same name, all the property of one individual, consists of between 400 and 500 souls, representing double that number of adherents to the Free Church. Being driven, by threats and legal proceedings, from every other place to the highway, they assembled there for public worship, from November, 1843, till July, 1844, exposed to the inclemency of one entire winter, when they were permitted to erect a canvass tent in a field, which they now occupy as a church. When this permission was granted they were informed it was not to be permanent.

2. Wanlochhead.—The congregation, between 350 and 450, have no place of worship but in the open air, in one of the most bleak and exposed situations in the south of Scotland, 1,500 feet above the level of the sea.

3. Wamphray.—A congregation of about

400. Site refused, and the congregation have only had the temporary and precarious use of a barn, until within these few weeks, when the shelter of a canvass tent was allowed them.

That the petitioners might also refer to other cases, unfortunately too numerous, in various parts of Scotland, in many of which sites are absolutely refused, while in others they are offered in situations so unsuitable as to amount to a refusal, or under conditions such as to prevent the erection of a proper and suitable church; but the petitioners refrain from dwelling on these or on other kinds of persecution to which the adherents of the Free Church have been exposed, by being dismissed from their employments, and ejected from their dwellings, because they would not make a sacrifice of conscience to the will of their masters or their landlords.

Your petitioners would remind your lordships that the doctrines which they teach are those contained in the standards of the Established Church, and are substantially the same as those taught by most of the Dissenting bodies in Scotland; and, although your petitioners do maintain, as their forefathers did, that in conformity with the standards of the church, the church of Christ possesses, in regard to her own government in spiritual matters, a jurisdiction and power distinct from that of the civil magistrate, they hold that principle in strict consistency with their allegiance to the throne, and with dutiful and cheerful obedience to the civil laws of the kingdom; and your petitioners would confidently appeal to the Government of the country whether Scotland is now less peaceable or less loyal than she was at any former period.

That while your petitioners are aware that there is no positive law by which a proprietor can be compelled to grant sites for churches, or by which he can be restrained from virtually turning his estate into a moral wilderness by refusing to acknowledge the rights of conscience in his tenants and dependents, your petitioners cannot doubt that your lordships will not be disposed to regard such a proceeding in any other light than as an intolerable abuse of the rights of property, and an unjust exercise of power, destructive of the best interests of the state, and as therefore calling for the interposition of the Legislature of the country.

Your lordships cannot fail to perceive the effect which such a system of intolerance and persecution must produce, and which, in many of the cases that have been referred to is aggravated by the fact that the recusant proprietors are not members of the established church of Scotland at all.

That while these proprietors thus show, by their own example that they consider the claims of conscience are paramount to any claim which the established church of the country may have to their conformity and adherence to its doctrine and discipline, they are, by the arbitrary refusal of sites for churches in connexion with the Free Church of Scotland, practically denying to their poorer dependents that religious liberty which their own greater wealth enables them to assert for themselves. But your petitioners believe that there is but one Lord of the conscience, both for the rich and the poor. Your petitioners feel assured that your lordships will give no countenance to the idea that, according to the principles of the British constitution, the richest subject in the realm has a better right to toleration in the exercise of his religion than has the meanest peasant.

That your petitioners have only further to submit, that it sites have been refused in the expectation of the adherents of the Free Church returning to the establishment they believe that it is as complete a delusion as that which in former times led to the attempt to impose upon Scotland the ecclesiastical institutions of England. But if religion be not an empty form, it is plain that the very fulfilment of such expectations could have no other result than that of deadening the violated consciences of those who might be constrained by a deference to human power to make sacrifice of their duty to God. Your petitioners cannot contemplate the consequences that must arise from a perseverance in such an abuse of the rights of property without feelings of the deepest apprehension and alarm; it is their earnest prayer that God may avert the calamities which intolerance and persecution have never failed to produce, and that He may guide your lordships to take such measures as may to you, in your lordship's wisdom, seem just for securing to the congregations of the Free Church of Scotland their most sacred and invaluable rights as British subjects.

May it therefore please your lordships to take the premises into your serious consideration and grant the relief sought for.

And your petitioners, as in duty bound, will ever pray.

Signed in the name and by appointment of the General Assembly of the Free Church of Scotland by

PATRICK M'FARLAN, Moderator.

HALIFAX, QUEBEC, AND MONTREAL RAILWAY COMPANY.

With power progressively to extend the same Westwardly to the Pacific Ocean, form Branches, and purchase and improve Lands upon the line.

Capital, £2,000,000, in 800 Shares of £25 each; Deposit, £1 17s 6d, per Share.

The contemplated chain of steam and railway communication from England, in connection with the projected railways to the West of Ireland, will necessarily facilitate and increase commercial and passenger intercourse with the continent of America, inasmuch as the communication between London, Quebec and Montreal, may then be effected in an aver-

age of nine days; and there can be no doubt that the influence of railroads in the New World will be more striking and rapid than in any other of the European States. In this conviction it is proposed to commence a line of communication from Halifax in Nova Scotia (which is 1000 miles nearer England than the City of New York,) through New Brunswick to Quebec and Montreal, with power to extend the line onwards to the Pacific Ocean at the mouth of the Oregon river.

The shipping between Great Britain and the States of British America at present exceeds the aggregate foreign shipping of Great Britain with the whole of Europe. The population of our Colonies in North America, in 1842, including Canada and Nova Scotia, was 1,721,162 souls. In that year the official value of their imports into the United Kingdom was £1,391,255; and the exports from the United Kingdom amounted to £2,445,525; of which, £3,878,160 consisted of English and Irish produce and manufactures. The number and tonnage of their vessels entered inwards in the United Kingdom were respectively 1552 vessels, and 510,448 tons. Those cleared outwards from the United Kingdom into these colonies were 1,329 vessels, and 445,570 tons. The facility lately afforded the Canadians for sending us American flour has been the means of increasing our imports in that article nearly four fold; from all which it may appear what immense and rapid increase of our Colonial commerce must accrue from the facilities proposed to be created by the projected railway intercourse.

It is apparent that such a line of railway, superseding the dangerous and uncertain navigation of the St. Lawrence, and the tedious canal, lake and river conveyance of the American states, must command the whole stream of passengers, mails, and merchandize to and from the European, American, and Asiatic nations,—opening up a new, more rapid, and secure communication with China and the Eastern world, and the western shores of South America, than by any existing route.

On the completion of this grand project, passengers and merchandize will be conveyed from Halifax to the mouth of the Oregon river in five days. Such an extraordinary saving of time in the communications between this country and our vast possessions in India, China, and the Islands in the Pacific Ocean—with the yet greater saving as respects the Western shores of the rising states in South America—cannot fail to give an immense impulse to our commercial interests; and being accomplished through our own dominions, it will render our intercourse with the Eastern world independent of the caprice and foreign interference to which we are at present exposed.

To Ireland, in particular, the projected line of communication will be above all things serviceable in developing her natural capabilities for becoming the centre of European and American commercial intercourse. It is rightly observed by Dr. Kane that, as respects the position of Ireland for foreign trade, there is no country in the world her superior. She is placed as it were by nature, the key of the two hemispheres, the point by which America first communicates with Europe, and the last on which the traveller to the West can pause. Her westerly situation enables vessels from her ports to escape the perils of chanel navigation, and at once to obtain an offing which enables them to bear out for any port of either continent. The evidence collected by parliamentary inquiries as to advantages of harbours on the western coast is quite decisive. The voyage from America to the West of Ireland and back again, could frequently be made in the time that vessels take in clearing the Channel from Liverpool, from London or from Glasgow.

A work of this character is pre-eminently adapted to facilitate the emigration of such portions of the rapidly increasing population of this country as may want employment. The climate is in many respects similar to our own; the distance is so inconsiderable as to allow almost a weekly communication with the native place of each emigrant; and when the railway is complete, the most remote part of the interior will have a daily intercourse with the out posts in each direction; by which means the settlers in a new land may reach their destination in one twentieth part of the time hitherto consumed in such journeys, with their strength and spirits unimpaired, and probably at less than one fourth of the expense, thus a very extraordinary increase will take place in the population of those fine but uncultivated Provinces, which must add greatly to the security of that part of the British Empire.

Great facilities exist for the construction of an economical railway on the site indicated, in the abundance of timber and other material along the line of the projected railway.

As a measure of precaution, the estimate of outlay has been formed on the assumption of iron rails being used: but from the very satisfactory evidence already obtained, that wood may be rendered equally durable with iron for railway purposes, and at one third of the cost, there is every reason to expect a great saving will be effected both in the planting and periodical working of this Railway.

An application to the Government will be made to secure to the Company such eligible tracts of land along the line as may be unoccupied, in consideration of the great national advantages which this undertaking must effect. In addition to the traffic returns, it must be evident that the improvement of the land itself, from the great facility of occupying it, which the railway will afford, will be sufficient to ensure a revenue of 5 per cent, on the whole outlay. The certainty, moreover, of such a property being immediately created by the railway itself, renders it a measure of perfect security to allow interest to be paid on all sub-

scriptions from the time of advancing the money.

With reference to the new line now proposed between Halifax, Quebec, and Montreal, it must be evident that the importance and value of such a work is greatly enhanced by the fact being known that the Government of the United States are now contemplating the encouragement of a similar undertaking between New York and the Oregon territory, by the concession of the waste lands upon the line, which renders the proposed extension of the line through our own territory a work of paramount necessity.

With a view to providing for the spiritual and educational wants of the numerous classes who either temporarily or permanently will be thus introduced into new and extensive regions, it is further contemplated, in connexion with the proposed application for a grant of territory on both sides of the line, that the company shall come under a guarantee with the government to appropriate a certain amount of land as an endowment for Churches, Schools, and Hospitals.

As a safe and profitable investment for capital, it may confidently be assured, that no undertaking of the kind will exceed it in any quarter of the globe; whether in time of war or peace, the route from this country to the Indian and Chinese shores will always be found the cheapest, the shortest and most secure, through our own territories in Canada, and the consequence must be an enormous traffic, annually increasing; and this object can be attained by an outlay less than one tithe of the capital which has been sunk in foreign loans since the period of the Peace, for which no interest whatever is received.

In the event of Government patronage and support being accorded to the undertaking, immediate steps will be taken to enter upon the necessary survey of the whole line. Until this is obtained, it is proposed to restrict the operations of the company to the important portion of the line connecting the great commercial depot and marine arsenal of Halifax with the capital cities of New Brunswick and Canada.

Immediate steps will be taken to secure either a Royal Charter, or an act of the Provincial Legislature, with the usual powers and restriction of liability.

FAIRS:

At a General Sessions of the Peace of our Lady the Queen, held at the Court House, at Newcastle, in and for the County of Northumberland, on TUESDAY, the eighth day of July, in the year of our Lord one thousand eight hundred and forty five.

Ordered, That the following Rules, Regulations, and Restrictions, for the semi-annual FAIRS, to be held at the Town of Newcastle, in the county of Northumberland, under the provisions of an Act of the General Assembly, made and passed in the eighth year of the reign of Her present Majesty, shall continue and be in force until annulled, altered, or amended by any subsequent Order of this Court.

1. That the Fair shall be holden on the public square in the Town of Newcastle.

2. That the Fair shall commence and be open on the second TUESDAYS in October and March next, at the hour of 10, A. M., and continue till the hour of 5, P. M., when the Fair shall close for that day; and be again open on the following day, between the same hours; but not to continue beyond two days at any one Fair.

3. The square on which the Fairs are to be held, shall, the day previous to the commencement of each Fair, be divided off into stalls or departments, plainly marked on the ground, and assigning a stall or stand for each description of cattle, so as to place each description of cattle by themselves; these stalls shall again be sub-divided into small divisions.

4. That any person attending the Fair wishing to procure a stall for his animals, may do so, and have the same exclusively to himself on payment of the sum of five shillings per day, during the continuance of such Fair, to the Keeper, who will give him a certificate of preference on such payment.

5. That the stalls shall be marked off in such a manner as to leave a walk of not less than ten feet, for passengers and spectators, between each stand or stall.

6. That each owner shall be accountable for the animals exhibited by him at such Fair, being kept in the place assigned to him, and each person attending such Fair, shall obey the Rules and Regulations of such Fair, under the penalty of twenty shillings for every breach of the above Regulations; to be recovered on the Oath of one or more creditable witnesses, before any one of Her Majesty's Justices of the Peace for the said County, at the suit of the Keeper of the said Fair, to be prosecuted within ten days after the breach of such Regulations, and not after; which penalty, when recovered, shall be paid into the hands of the County Treasurer, and to go towards constituting a Fund for paying the expenses of such Fair.

7. That HUGH HAMLLE shall be the Keeper and Manager of such Fair; and that Patrick Wheeler and Edward Ferrall shall be the Constables of the Parish, to assist under the directions of such Keeper, to enforce the Rules and Regulations of such Fair.

WM. CARMAN, Junior,
Deputy Clerk of the Peace for Northumberland.

NOTICE.—The Twenty Fourth Annual Meeting of the Miramichi Ladies' Auxiliary Bible Society, will be held in the Wesleyan Chapel, Newcastle, on WEDNESDAY, the 20th instant, at 2 o'clock, P. M.

C. THOMSON, Secretary.
Chatham, August 8, 1845.