

Where the manure answers the best I found 47 tons in 10,000. In all the cases, however, to which I refer I have not the slightest hesitation in saying that an additional quantity of carbonate of lime would have produced a still greater effect. A very singular property which chalk possesses is that in certain states it possesses the power of decomposing the salts of potash, soda, or ammonia, of retaining their acids and liberating their bases as carbonates. If sulphate of ammonia and chalk (carbonate of lime) be mixed together and then wet with water no change is produced. But when the water evaporates, and the mixture is merely slightly moist, the carbonate of ammonia is quickly liberated. Or if the dry mixture be rubbed with moist sand until the whole assume the appearance of a moderately moist but not wet soil, the carbonate of ammonia is speedily set free. If common salt mixed with calcareous matter, slightly moistened, be left for six or twelve months, and efflorescence of carbonate of soda will be found on the surface of the mixture. Many other instances of similar action might be mentioned, in which the chemical action in a moderately moist state, is precisely the reverse of that which it is in a wet state.

[To be continued.]

Colonial News.

New Brunswick.

St. John New Brunswick, October 26.

Loss of the Neptunus.—The Ship *Neptunus*, Capt. Robinson, from Liverpool, for this port, with a cargo of salt, coals and merchandize, struck on the North-West Ledge of Briar Island on Friday afternoon last, and was so much damaged that she sank in a few hours afterwards. These on board were taken off by the Barque *Liverpool*, and arrived here on Saturday afternoon. After the *N.* struck, the Capt. endeavoured to bring her into port, but the water gained so fast on them that all their efforts to keep her free were unavailing, and when abandoned, it was up to her lower deck beams. We learn that the *Neptunus* was owned by Wm. Leavitt, Esq., and Capt. Robinson, and was insured for £6000. We are sorry to state that Mr. Hugh McMonagle, of Sussex Vale, who proceeded to England last summer for the purpose of purchasing some Blood Horses for improving the breed in this Province, was bringing out three fine Stud Horses and some English Sheep, of a superior kind, which were all lost in the vessel. Mr. McMonagle's loss is very heavy, as he had no insurance on them; and we regret it the more, as the Country will lose the benefits of his enterprise.

St. John Observer, October 26.

Emigrants.—The whole number of Emigrants landed in New Brunswick, this year, up to the 23rd instant, was 15,794, brought in 98 vessels.—The deaths at sea on board these vessels amounted to 662. Lists of passengers (amounting to 88) coming by two other vessels, have been received by the Emigration Officer at this port.

The number of emigrants remaining on Partridge Island on Friday last, was 190—died during the week ending that day 18, discharged 62.

Deaths in the Hospital near the Alms House, during the week ending 22d inst. 31—discharged in the same period, 122—remaining in hospital on the 22d, 596.

Mysterious Circumstance.—A ship *Picked up at Sea.*—Capt. Hall, of the ship *Thetis*, who arrived here last evening from Liverpool, reports that on Sunday morning last, he fell in with the ship *Java*, Capt. Wright, from this port for Liverpool, abandoned. She was perfectly tight, and in good order, only the boats missing. Capt. Hall put an officer and six men on board of her, and brought her into port. The *Java* left this harbour on Thursday evening last, for Liverpool, with a cargo of deals, and since her departure the weather has been moderate. We shall doubtless hear something about the fate of the crew in a few days.

Snow.—There were some snow showers this afternoon—being the first snow that has fallen in St. John this season.

Canada.

Quebec Chronicle, October 21.

As an illustration of "the progress of time and events," the *Kingston Whig* says, "It is now the middle of October, and as yet few upper country merchants have left their homes to make their fall and winter purchases. Ten years ago the same merchants were at their homes, with most of their goods in their own stores. The fall business of the forwarders, which used to be nearly over at this time of the year, is now only commenced; and the flour which

is to feed Montreal and Quebec all the winter, is scarcely yet threshed out.—The truth is, the year is gradually lengthening, and instead of looking for the close of navigation at the beginning of November, a full month has been gained to Canada; and it would not be presuming to prognosticate, that in another twenty years or so, the close of navigation will be at Christmas.

Quebec Chronicle, October 23.

It will be seen by our telegraphic report this morning, that His Excellency the Governor General has terminated his tour in Canada West, and returned again to the seat of government. The enthusiastic welcome with which he has been greeted by all classes of inhabitants, in both sections of the province, must have been gratifying to Lord Elgin, and viewing him as the representative of the sovereign, affords no mean evidence, inferentially, of the strong feeling of loyalty pervading in this part of Her Majesty's dominions.

MONTREAL, October 22.—Our market for breadstuffs has not been affected by the Cambria's news. Flour in demand for consumption at 29s 6d to 30s 6d for superfine, and 28s 9d to 30s for fine; sour flour 24s to 25s per bbl. A sale of 150 bbls of uninspected, and from red wheat, for the market, at 28s 9d. Wheat, no sales. Beef and Pork dull. Butter quite a drug in the market; 7d per lb. can with difficulty be realized for large lots. Nothing doing in freights or exchange. No local news of consequence. The recent failures in Great Britain are the chief topics of public interest, but little apprehension is felt in regard to the effect of the news upon houses in town.

United States News.

A Terrible Calamity Providentially Prevented.—As the magnificent steamer *Hibernia*, No. 2, was on her last downward trip, fire was discovered in her hold, and upon raising the hatches, the flames burst out and ascended nearly to the hurricane deck, threatening almost certain destruction. There were three hundred passengers on board, men women and children, and the alarm is said to have been terrible. The captain, a cool, energetic man, set all hands to work to save the boat, and the lives of the passengers, and by scuttling, &c., the fire was extinguished.

The fire is said to have originated from the explosion of some chemicals that were in the hold. To the horror of all on board, it was discovered that some half-burned casks, marked coffee, contained kegs of gun powder, surrounded by coffee, and the staves of one powder keg were actually charred! It seems almost a miracle that the boat was not blown to atoms, and 300 souls ushered into eternity. One shudders at the very thought of such imminent peril.—(*Cincinnati paper.*)

Communications.

Mr. Editor,

We find that Circulars have been recently addressed to the Secretary of the Board of Education in this province, to the different licensed Teachers, requiring their attendance for training at the Model School now in a state of progress in Fredericton, in accordance with an Act of Assembly, for the improvement of parish schools, passed during the last Session. We wish to give the framers of that bill every possible credit for the interest they have manifested in furthering the cause of education among our youthful population, but we are of opinion that such could be accomplished at a far less expense than the present system embraces. According to the Report of the School Commissioners in 1845, there were 377 male, and 118 female teachers in this province. The expenses of these, Sir, for ten weeks, at ten shillings a week, will amount to £2485, for we believe that none have been exempted, which, with the cost of preparing a suitable building for that purpose, and paying the salaries of Training Master, Secretary, and other officials, incidental expenses, &c., will amount to an aggregate at least of £3000. Instead of adopting the above, we should recommend that a few of the most efficient teachers, say two out of each of the thirteen Counties in the Province, be called together,—that a sum barely sufficient to defray their travelling expenses be allowed, or otherwise that such expenses be paid in proportion to their respective distances,—that their Provincial allowances be permitted to run on during their stay, and that fifteen shillings a week be allowed for

Board, &c., which we conceive scarcely sufficient to meet such in Fredericton. And that these Teachers after having passed through a regular course of training, and received certificates of qualification, be empowered and invested with proper authority to train and instruct others. This, Sir, would not only be a saving to the Province of some thousands annually, but would be equally as effectual as the former. We have conversed with several respectable Teachers on the subject, whose character, qualifications, and success in the discharge of that duty for many years, have been publicly and repeatedly acknowledged; and many of these, Sir, confess their willingness to comply with the terms of the Act, but state that a want of means will preclude the possibility of their doing so, and, as a matter of necessity, such, whatever be their attainments, will have to rank among the first or lowest class. This, Sir, we conceive hard in the extreme; the salaries heretofore paid to them have been such that we question whether one in a hundred is able to meet the domestic calls of his family, much less defray the expenses of a journey to and from Fredericton. Unless, therefore, such expenses are paid, the Training School, however wisely intended, must ultimately fall to the ground. We repeat again, Sir, that such is hard in the extreme; many of our common Schools have been pronounced by the late Inspectors, to be better and more efficiently conducted than several of the Grammar Schools, and yet the Teachers of these, however incompetent, are exempt, and placed beyond the pale of the present School law system; not only so but we question whether one half of their number are prepared to pass through an examination in the different Branches required from Teachers of the higher class of Common Schools. We trust that some farther Amendments will be made in the System at the next approaching Session, as in its present shape it will never work; and to this we particularly call the attention of our Legislators.

I remain, Mr Editor, &c.

VERITAS.

Sir.—I take the liberty, through the medium of your paper, to call the immediate attention of the Firewards of Chatham, to the very dangerous condition of several chimnies and stovepipes, now in use on St. Mary's hill; and beg they will be pleased to inspect the same as early as possible.

"ASSURANCE."
Chatham 29th August.

YESTERDAY'S MAIL.

Later from Europe.

We regret having to add to the catalogue of commercial failures already presented to our readers, the following, copied from the *Halifax Morning Courier* of the 30th ult., as furnished by the French Mail Steamer *Philadelphia*, from Havre for New York, which ship had put into Halifax for repairs.

MORE FAILURES.—The excitement caused yesterday by the urgent demand for money has been increased by two additional failures, the first being that of Rougemont, Brothers, an old established house, whose liabilities are supposed to be of moderate extent, while the second is that of John Thomas, Son and Leleve, which will prove extremely serious. The liabilities of this firm upon acceptances amount to three hundred and fifty thousand pounds, and the immediate cause of the stoppage is understood to have been the non-receipt of expected remittances from their house at St. Petersburg.—*Times.*

The firm of Cumming and Ferguson, publishers and wholesale booksellers, on Ormond quay, have failed, and this has created a strong feeling of sympathy for both parties.—*Standard.*

London, October 6.—A very considerable amount of the commercial bills which fell due yesterday remain unpaid.—*Standard.*

Great anxiety prevails in the city to ascertain whether any announcement will result from the interview which took place yesterday between the Governor and Deputy Governor of the bank, and the Chancellor of the Exchequer.—*Sun.*

We are informed that there is now in town from Manchester a deputation of six of the principal manufacturers, upon urgent matters which tend to complicate the present crisis. The deputation,

we believe, have visited London to urge at head-quarters the immediate necessity of some general relief, in default of which a large number of manufacturers will succumb to the pressure.—*Globe.*

London, Oct. 18th.—The Money Market may be said to have improved in tone and character to-day, although no material change in the quotations has been the result. The market for public securities has been in a feverish condition; the evidence of amendment being the reduction of the lately existing difference of value between Consols for money and accounts, which, since 1825, had not been so considerable. Apart from the Stock Exchange, however, we are justified in announcing an appearance of greater ease, and an absence of the anxiety from which for some days no commercial man in the City has been free. Indeed the opinion seems to be that, at least for the present moment, the worst of the hurricane has swept away.

We believe that at the Bank of England, matters are considered, to say the least of it, less precarious, and something more like confidence, has been apparent in the financial departments of business. The dividends are payable next Wednesday, the 13th instant, and the Bank has probably rendered its position relative to that disbursement secure. If this be the case, we may expect to see some of the facilities accorded to the facilities accorded to the public which prior to the late restriction they were accustomed to receive. The effect of such a resumption, to the real and positive causes existing, which are favourable to general interest, cannot fail we think to produce a gradual but sure improvement throughout every portion of the country.—*Chronicle.*

A Paris merchant has received a letter from Calcutta announcing that a large English firm there as suspended its payments, with liabilities to the amount of £560,000.

The *Liverpool Times* states—

"We are happy to say that there are no more failures in Liverpool since our last nor in London either, but business continues necessarily dull; and the prices of cotton and almost all descriptions of produce ruinously low.

The eldest son of Sir Howard Douglas died at Umballa on the 29th of July.

NEW GOVERNOR.—The Fredericton Reporter of Friday last, contains the following paragraph:—

It is currently reported in town to day, that Sir William Colebrooke is promoted to the government of a colony in the West Indies, and that a new governor in the person of Sir Edmund, (not Sir Francis) Head, is now on his way to this colony. We give this piece of news on no other authority than that of a general rumour, which we think is true.

St. John Courier, October 30.

We publish to day an official notice from the Post Office Department, announcing that after the 16th November, no letters or newspapers from the United States, upon which the foreign postage has not been paid, will be received at any of the Post Offices in this province; and we understand that from the same date the British mails for Canada will be sent by land from Halifax, through this province, as formerly, instead of by the way of Boston, as has lately been the custom. These alterations have been come to in consequence of a misunderstanding between the British and American Governments upon postal matters.

The determination of the Home Government to forward the Canada Mails through this Province, will doubtless be the means of urging forward the much-talked of Railroad from Halifax to Quebec; and a report has already been forwarded to England by the Surveyors, as to the practicability of the undertaking. We have not heard with certainty the route recommended, but have reason to believe that it is by the Kempt or Metia road.

We have also learned that at the recent meeting in Montreal of Delegates from Canada, Nova Scotia and New Brunswick, upon Postage affairs, a rate of three pence per half ounce when under, and six pence when over 3000 miles, was agreed upon. We believe there would be no difficulty in so desirable a reduction in Colonial Postage taking place, so far as this Province is concerned, as our Legislature is already pledged to make up any deficiency in the necessary revenue, upon obtaining control of the Department; and we should certainly expect that the Legislatures of the other Provinces will make a similar proposal, and secure from the Home Government a most desirable boon.

ST. ANDREW'S AND QUEBEC RAILWAY.—A meeting of the Directors of the Company was held at St. Andrews on Monday last when an admirable report from Mr Laurie, the company's engineer was read. The terminus was fixed at the east side of the town of St. Andrews, near Light House point, and it was agreed that the work should be formally commenced in about ten days. The grading of the first four miles will go on at once, and ten miles more, of which a contract Survey has been made, will be put under contract for