

Its total receipts for the last year, were £108,449 0 10.

During the first three years of its existence it issued only 81,157 copies of the Scriptures, or an average of 27,052 a year, while during the last year alone it has issued 1,151,642. The total of its issues from the beginning is 25,302,309.

During the first year it expended only £619, but on the 12th year the expenditure was £103,680. Since the 12th year the expenditure has never fallen below £70,000 in one year.

During the last year it expended £103,930 9 10.

SUPERVISORS OF ROADS.

The Royal Gazette contains the following appointment of Supervisors for the current year.

Alexander Goodfellow, Fredericton to Newcastle.

William Chandler, Shediac to the Richibucto Court House.

David Crocker, Richibucto to Chatham; Newcastle to Tabusintac Bridge.

William Maloy, Tabusintac Bridge to Bathurst; Bathurst to Belledune; Bathurst to Pokemouche via Caraquet.

Alexander Davidson, Pokemouche to the Southern termination of the Bathurst Road.

Archibald Ramsay, Belledune to the Metis Road.

NOVASCOTIA LEGISLATURE.

THE Legislature of our sister Province, brought its labors to a close on the 4th instant. The Speech of His Excellency the Lieutenant Governor was short, which we copy below:

While relieving you from further attendance on your Legislative duties, I cannot but congratulate the Country on the valuable results of a Session, during which, measures of paramount importance to the general welfare of all classes of our Majesty's subjects in this Province, have been originated and matured.

I look forward to their final and successful accomplishment, in the confident hope that these undertakings will stimulate the energies of the people to additional exertions in developing the vast natural resources of their country. Though differences of opinion, conscientiously entertained, delayed the passage of the Railway Bills originally introduced, I rejoice that by the measure finally agreed on, conceived in a conciliatory spirit, honorable alike to the Legislature and to the Province, ample provision has been made for these great Public Works, for the completion of which the people of Nova Scotia have evinced a lively interest.

The Act for regulating the practice and procedure of the Supreme Court, will ever distinguish the present Session. Sanctioned by British experience—framed by a Commission, including the best judicial and legal talent of the Province, and carefully reviewed by the Legislature, this Law will not only effect vast improvements but alarm no prejudice by an apprehension of ill-considered or hasty innovation.

In the measure adopted for the protection of the River Fisheries—the erection of a Lunatic Asylum—the introduction of improved Breeds of Stock—the establishment of permanent supervision over the Great Roads of the Province, and for the promotion of other works of public utility, the spirit of enlightened Legislation will be recognized: while the people of Cape Breton cannot fail to perceive, in the liberal appropriations made for opening the St. Peter's Canal, and for connecting them by regular steam communication with the rest of the Province, proofs of a very sincere desire to elevate the condition of that fine Island.

In returning to your homes, where your example is not without its influence in diffusing a spirit of loyalty and cheerful confidence in the Institutions under which we live, be assured that it shall be my care to make your legislation effective, and to watch with vigilant supervision over the great interests committed to my charge.

SINGULAR CIRCUMSTANCE.

A Correspondent at Dalhousie in whom we have the fullest confidence, under date of April 7, communicates the following most extraordinary circumstance:

"A very singular sight was seen a short time ago, on the farm of W. Cuthbert Esq., New Richmond, County of Bonaventure. A cleared field of about three acres, was completely covered with real genuine *Grubs*! alive, and kicking, on top of the snow, which was several feet in depth. They measured in length from one quarter to three quarters of an inch. In some hollows of the field they were rolled up in windrows, as if by the action of the wind. In colour and all other respects, they exactly resembled the cabbage destroyer.

Can any wiseacre tell by what train they arrived; whether under ground, over head, or—what?"

LEGISLATIVE PROCEEDINGS.

THE amount of intelligence we have to give our readers of the sayings and doings in our Legislature, is very meager indeed.

We do not remember ever to have witnessed a greater desire abroad, to know what is doing in the Legislature, that exists at the present time, and great has been the disappointment, when week after week has been allowed to pass over, and but little progress made in the business of the country.

The Government comes in for a full share of the blame, as the people were led to suppose, that as the Legislature was called together at an unusually late period, it was for the purpose of enabling them to prepare some important measures, which required time to perfect, and which they intended to lay before the Legislature at an early day. But in this they have been disappointed, as they have been on other occasions when they expected the Government to project or carry out any scheme calculated to develop the resources of the country, to reform abuses or introduce liberal or enlightened measures.

Individual members of that body have brought in bills, but up to the present time we are not aware of one being introduced by the Government; even the Law Report, it would appear by the Head Quarters, the Attorney General will not recognise as a Government measure, or take any responsibility concerning it, as he has not had time to give it even a careful perusal, although he introduced it to the Assembly. We see no remedy for these evils, but in the introduction of Municipal Institutions into the Province, and the surrender of the Initiative of money grants into the hands of the Government. This would compel them to work, as well as render them responsible. The present system of irresponsibility and inactivity, the people are getting heartily tired of, and the time is not distant when they will demand of their representatives a thorough reform. The sooner they take this stand the better.

ST. JOHN PRESS.

The following article is copied from the St. John Courier. It is a specimen of the style of certain parties in that quarter, and the spirit which actuates them, when they pen any article having reference to this quarter. We laboured under an erroneous opinion when we stated that a spirit of antagonism exists in St. John against the people and interests of the Northern Counties. So says the Editor of the Courier, but actions speak louder than words. What we asserted, was based on the experience of years, and it will require something more than the mere assertion of the Editor of that paper to convince the people that we are wrong and that he is right. The silly people here do not know what is for their benefit. What service will it be to them to extend their line of Telegraph to Fredericton direct, can they not hold correspondence with Head Quarters, Quebec, and the United States, via St. John; the only difference being in the charge, which we presume, will be nearly double, a trifling matter to our merchants and other inhabitants, when the interest of that city are concerned. We will let the Editor tell his own story—we have no doubt it will have a salutary effect in removing those false ideas so long indulged in by the inhabitants residing in this quarter.

We observe by a paragraph in the Miramichi Gleaner, that our contemporary continues to cherish the absurd idea that a feeling of antagonism exists among the people of the Western Counties, and especially in Saint John, against the people and interest of the Northern Counties. That such a feeling may be manifested in the annual scramble which takes place in the Legislature, on the division of the road money, is very probable and very natural, and such will continue to be the case as long as roads grants are used to maintain political ascendancy; but that any such feelings influence the community at large, or that any other disposition exists or ever existed on this side of the Province than to cultivate and draw closer to the bonds of social and commercial intercourse, we emphatically deny.

This erroneous impression doubtless arose from the fact that hitherto the want of roads has prevented any other communication than in the arena of the House of Assembly; but now that railways are about to bring us into nearer neighbourhood, we hope soon to show our friends at the North that we would much rather trade than quarrel with them.

It is scarcely necessary to make any remarks on the silly discussion which some of our contemporaries endeavour to get up on Telegraphic matters, as the subject is already fully understood in the proper quarter. How did the Gleaner imagine that the interests of Restigouche, Gloucester and Northumberland could be served by an opposition line of Telegraph being constructed from St. John to Woodstock, and from Amherst to Calais? We should think that a line from Fredericton to Miramichi, and from Miramichi to Dalhousie, would suit them much better, and to this the people on this side of the Province have not the slightest objection. But the Merchants of St. John, Westmorland and Fredericton, who, with their own money, and for the furtherance of their own business got up the present lines of Telegraph, and which lines are quite sufficient for all the business that is to be done, have very great

objections to the destruction of their property, and the interruption of their business, merely to serve the purposes of foreign speculators. If the people of Miramichi, or of any other part of the Province think it for their interest, or for the benefit of the public in this Province, that additional Telegraph accommodation is desirable, we do not think any one would offer an objection; but we have no wish to see the scenes of a few years ago renewed again, when miscreants hired themselves to cut the lines on the arrival of each steamer, and the whole business of the community was stopped for days together, that speculators might make their thousands by fraudulent operations on the markets. The Legislatures of Main and Novascotia have preferred the interests of their own people to those of foreigners, and we think it very likely that our Legislature will do the same.

A friend has furnished us with the following extract from a late number of the St. John Freeman, a copy of which paper we have not seen for months. The suggestions are well worthy of attention, and had the matter obtained the consideration it deserved when it was first brought before the Legislature, some years ago, the road might have been finished ere this, and the people be now enjoying the advantages which would naturally flow from such an intercourse with our neighbours on the other side of the Province.

To any one who filled with the idea, from all that has lately been said, and written, and done, that the people of this Province are desirous of developing the resources of the country, and of rendering the means of internal communication as perfect as the amount of their revenues would admit of, studies the geography of the Country, or even merely glances over the map, it must appear one of the strangest and most unaccountable things, that a road has never yet been made from the head of Salmon River, Queen's County, to connect it with the waters of the Miramichi head of the Buctouche. In no place in the Province can there be discovered a spot where the erection of a few miles of road would do greater and more general good, and yet no road has ever been built there or seriously projected. When the navigation is open, a steamer entering from the St. John can not only visit the various settlements along the shores of the Grand Lake, a noble sheet of water nearly 30 miles in length, but penetrating still further inland, can for great part of the season, go nearly up to Gaspereaux, 15 miles from the mouth of the Salmon River which empties itself into the lake at its head. Steam communication is thus opened by nature nearly 60 miles, from the river into the interior, and with a good boat the distance from St. John to the head of the navigation may be made in 8 or 9 hours. Were a road open connecting this with the navigable waters of the Miramichi and the settlements along its banks, a few hours travel would enable them to reach the head of the navigation, and as far as we can ascertain, from St. John or Fredericton to Newcastle or Chatham would be less than 15 hours journey, probably, with good stages and boats, little more than twelve.

It is hard to understand why this communication has not been opened years ago. Some say it is because of the wretched road system, the representatives of Queens County refusing to appropriate any portion of their funds for a road that was to run through Northumberland, and the members for Northumberland either not knowing the importance of opening up this line of communication, or wishing, as has been so often asserted, to keep that part of the country to themselves and prevent all connection with the rest of the Province, except so much as served their own purposes. There, at all events, whatever the cause, is no road, to the disgrace of all whose duty it was, or is, to attend to the wants of that section of the Province. Before many years a Railroad will complete this line, but in the meantime a good post road should be built as early as possible.

The great lines of Railroad will not answer all the purposes of the country. To make them as useful and as profitable as may be, existing lines of communication must be made as perfect as possible, and new roads must be opened in every direction where they are required, to serve as tributaries to the Railroads, and the means of diffusing the advantages of rapid and easy inter-communication as widely as possible. We trust some hon. Members who are acquainted with the localities, and can furnish correct information, will take up and urge on the attention of the House this matter, which we believe to be of much importance and to have been too long neglected.

THE SEASON.

The weather during the week has been very fine and spring-like. The snow has rapidly disappeared, and our streets are nearly bare. Travelling on the river with horses and sleighs, has been brought to a close, and we should not think from its appearance, that it is even safe for foot passengers. If the weather continues fine for a few days longer, we should not be surprised to see a clear river by the end of the week.

To CORRESPONDENTS.—C**** is received, and will meet with attention next week.

Marriages.

On the 7th April, by the Rev. Wm. Stewart, M. BENJAMIN SWEEZEY, to Miss MARY ANNE RUSSELE, both of the Parish of Glenelg.

At Chatham, on Thursday last by the Rev. John McCurdy, Mr THOMAS IRVING, ship architect, to Miss JESSIE, daughter of Mr J. A. Ford.

Deaths.

At the residence of her father, on the Richibucto Road, on Friday, the 1st April, SOPHIA, oldest daughter of Mr William Dickens, aged 20 years, much regretted by a large circle of relatives and friends.

At Chatham, on the 5th instant, ELIZABETH FANNY, infant daughter of Charles J. Peters, Esq., aged 8 months.

At Great Salt Lake City, Territory of Utah, ARCHIBALD, son of Mr. Joseph Russell, formerly of Miramichi. Aged 28 years.

At his residence, Indiantown, Parish of Blackville, on Tuesday the 5th April, Mr. JAMES JARDINE, a native of Dumfriesshire, Scotland. Aged 69 years.

SUNDAY'S MAIL.

NEW BRUNSWICK.

Emigration in New Brunswick.—Fredericton Reporter of last Friday contains the following remarks on the subject of inducing a respectable class of persons to settle in this Province, by appointing an agent to the Mother Country. A sum of money expended in this way would prove of immense benefit to New Brunswick at the present juncture, and we heartily endorse the sentiments of our contemporary:

Mr Kerr, from Northumberland, has attempted to place upon the supply Book a grant of £500 for securing the services of an Emigrant Agent to Great Britain. Should this grant pass, Mr Kerr will have accomplished a most important service for the country, and he will be entitled to the cordial thanks of the whole community.

It is well known, that from causes totally unconnected with the resources of this fine Province, and the superior facilities which it holds forth to the industrious settler. Emigration has ceased for the last five or six years; and it is just as well understood, that from the high price demanded for labour, it is next to impossible to carry on the Agricultural operations of the country with advantage. Should the suggestion of Mr Kerr be adopted, and afterwards properly carried out, it will not only induce the immigration of farm servants on a large scale to this Province, but it will also without doubt be the means of bringing to our shores a numerous race of permanent settlers, who will through this agency escape the manifold evils of old-country poverty, and at the same time promote the permanent settlement and consequent prosperity of this Province. We believe that a considerable part of the grant required by Mr Kerr is already subscribed in Northumberland. Our readers are aware that this subject is not new to us; we have in many instances already alluded to it with all the earnestness and sincerity which we believed its great importance demanded.

The Gisborne Telegraph Line.—We have not the slightest interest in the establishment of the Newfoundland line of Electric Telegraph nor the most remote connection with the very enterprising men who are not engaged in erecting and submerging it; but we assert the right to express an opinion on the subject at the risk of being charged by a contemporary with attempting to provoke a foolish controversy. We take the liberty of apprising him, and by no means in a vain spirit, that we indulge the opinion that we are just as capable of forming as correct a judgement in the premises as he is; and as yet the question is not settled to the public satisfaction, whether our contemporary or ourselves have advanced a 'foolish' argument.—At all events we are not obnoxious to the charge of illiberality.

With regard to the objection that 'foreign speculators' are connected with the line in question, it requires something beyond mere assertion to settle this point. We will remark in reference to it, that if the names of such highly respectable persons in Boston, who are known to be interested in the line, are brought forward by our opponent in maintenance of his position, that such a style of argument would, to use a homely expression, be very 'apt to cut its own throat.'

It is just as impossible that the Newfoundland line would be patronised by the 'Associated Press' as any other, which would not have the same advantages in forwarding late European news. If so, there would be as little chance for 'foreign speculation' as exists at present.

What we contend for is fair play,—equal rights, and for no monopoly. If this disposition on our part is 'foolish,' we are perfectly contented that it should be so designated by our intelligent contemporary.—*New Brunswick.*

New Orleans, March 28.—A terrible steamboat disaster occurred at Galveston Bay, Texas, on the night of the 23rd. The Steamers Neptune and Farmer were facing from Houston to Galveston, when the boiler exploded, killing the captain, clerk, 2d engineer, and 13 of the crew. About 20 passengers were also killed or missing; and about 20 passengers, mostly ladies were saved.