

was as follows:—Pink Eyes, butt-ends 217lbs., Seed-ends 170lbs.; Peach Blows, butt-ends 225lbs, seed-ends 179lbs. The potatoes from the butt-ends were much larger than those from the seed-ends, and appeared from a week to ten days earlier.

This result corresponded with his former experiments. Had the whole field been planted with butt-ends, the yield would have been more than 500 bushels to the acre. He also planted two rows next to the above, in one of which he only put large potatoes, half a tuber in each hill cut lengthwise, so as to divide the eyes equally; and in the other he dropped only small potatoes, one in each hill; from the former he dug 181lbs., and from the latter he dug only 134lbs. The average yield of the field was about 180lbs to the row, and large (not the very largest) potatoes were used for seed, cut lengthwise, with half of a tuber in each hill.

The above experiments, so far as their truthfulness may be relied on, prove two things, which are of importance to every farmer; first, that the butt-end is the best end of the potato for seed. It gives a much better return, both in quantity and size; and second, that large potatoes are preferable for seed to small ones. The prevailing opinion in Britain seems to be, that whole potatoes of ordinary size, are best of all.

Experiments such as these are simple and easily made; why then will not our Farmers put their truthfulness to the test, by experimenting for themselves.

#### PLOUGHING MATCH.

The Ploughing-Match of your Society took place on Thursday, the 9th day of October, in a park (lay) near the rear of Mr James Fish's farm, a short distance from the town of Newcastle.

Two classes of Prizes were offered for competition. 1st Class open to all members of the Society, one prize. Won by Mr George Dick, son of Alexander, £3 0 0

2nd Class open to all, except those who have won a first prize twice. 1st prize won by Mr Thomas McKenzie, £1 5 0

Mr M K being the only competitor for this class. There were only 4 ploughs entered for competition three of which competed for the first class prize of £3, and only one for the second class prizes, of which there were six.

Were a stranger to visit, during early summer, the many fine farming settlements with which this County abounds, and witness on every hand as he passed along, ploughing which would be no disgrace to the finest agricultural districts of Britain, he would at once conclude that our ploughing-matches—the chief cause of the excellence he beheld—would be in keeping with the influence they seemed to exert; but when told that instead of this, out of six prizes, graduating from 25s. downwards to 7s. 6., offered last year by your Society, only one was competed for, would he not be perfectly puzzled to account for such apathy. If it were only for the fun of the thing, the novelty and excitement of such a healthy controversy, to say nothing of the fact, that it is their duty, their interest, one would think that our young men, who are otherwise spirited enough, would flock annually to such a place, to exhibit their numbers as a class, and their superiority as workmen.

#### CATTLE SHOW.

Your Society's Cattle Show took place in a field adjoining that in which the Ploughing Match was held, and on the same day. The Judges were Messrs. John Russell, (S. W.) Richard Coultart, and John McLeod, Tabusintac.

There was a more splendid display of young horses than had ever been exhibited in this county, both as regards numbers and appearance; the claims of the older class were so very nicely balanced that it was almost impossible for the judges to decide upon their comparative merits; it is gratifying however to know, that their decision appeared to give general satisfaction. The young mare that took the first prize as the best two year old, was decidedly the finest animal of the kind that has ever yet appeared at our Shows. She belonged to Mr James Brown, of Bartibog.

Mr Stohart, of Douglastown, with a spirit that is but too seldom emulated, exhibited a fine calf of the Durham breed, not for the purpose of pocketing a prize, but with the more laudable motive of calling attention to the superiority of its breed. This calf is the offspring of the Durham heifer, (white) which Mr Stohart purchased two years previous, at the sale of the cattle which the Society imported from P. E. Island. It was much admired by all who were capable of judging of its merits.

#### PRIZES AS AWARDED.

Best bull, 2 year old, No. 76, Wm. Falconer,	£1 5 0
Best heifer, 2 do do., " 2, Wm. Stohart,	1 0 0
2nd do 2 do do., " 71, Wm. Falconer,	0 15 0
Best do 1 do do., " 36, John Urquhart,	0 15 0
2nd do 1 do do., " 18, James Fish,	0 10 0
Best Ram, 2 do do., " 9, Alex. Jessamine,	0 15 0
Best do 1 do do., " 1, John Creighton,	0 10 0
2nd do 1 do do., " 8, Michael Searle,	0 7 6
Best Ewe 2 do do., " 11, John Creighton,	0 10 0
Best do 1 do do., " 7, Michl. Searle,	0 10 0
2nd do 1 do do., " 13, Wm. Stohart,	0 7 6
Best Colt or filly, 3 do., " 44, C. Marshall,	1 10 0
2nd do, 3 do do., " 6, G. Whitney,	1 0 0
Best do 2 do do., " 62, Jas. Brown,	1 0 0
2nd do 2 do do., " 74, Jas. Gray, Napan,	0 15 0

(To be continued.)

## News of the Week.

#### NOVA SCOTIA.

Steam Communication to British Provinces.—It is evident from indications in the public prints, and from the active spirit of competition in the matter of steam navigation to this hemisphere, that attention has been called to the monopoly of Government aid at present enjoyed by the Cunard steamers. The rival line will be the Canadian steamships which are advertised to sail for Portland and Quebec. The partial success of the enterprise of the Montreal Steam packet Co. is giving the proprietors of the Cunard line who have entered the lists with an evident intention of supplanting it, a good deal of trouble; and there can be no doubt that if the Imperial government countenance the latter, that the infant enterprise of Canada will have to combat against fearful odds; altho' if the sympathies of the Provincial Government of Can-

nada and the people of that noble Province are enlisted in favour of their own line, the result will be that their perseverance will be crowned with success. The Cunard line was fast becoming a dangerous monopoly, and inimical to the true interests of the British empire in this part of the world, inasmuch as the Government encouragement, and the enormous wealth growing out of the large sums received for passage money and freight, would soon have enabled its proprietors to overbear all rival opposition, and after a while even to bid defiance to the Government itself should it endeavour to effect a change; and this was the complexion to which things were arriving, when the Canadian Legislature encouraged native enterprise to turn the channel of steam communication hitherto centered at Boston and New York, up the Gulf of St. Lawrence to Quebec.

The Montreal Co. have advertised four first class powerful screw steamers between Liverpool and Canada, to touch at Portland, Maine—freight to Portland 34 per ton, cabin passage to Portland 18 guineas, forward 15 guineas, steerage 8 guineas. Consequent upon this intention we presume, the Cunard steamers had previously reduced their freight to 34 per ton—but as yet they had not altered the rate of passage in their mail boats. As significant however of the desperate competition which has been evoked, we find another advertisement by the Cunard Co. of four class steamships, once a month, from Liverpool for Boston and New York, the service to be extended to twice a month when the ships now building are completed; and an intimation is given that as soon as goods are going for Canada, and any quantity offer for Portland, these vessels will call there. Now none of these steamers are advertised to touch at Halifax, and it may be presumed, that the terms of the contract making it imperative that the Mail Steamers should touch here, that here alone the monopoly will still prevail, and that our trade and passenger transit will as heretofore be subject to all the inconveniences and unfairness which have hitherto characterized the charges of the Cunard line. If it is so however the fault will be our own. We are persuaded that the freight to Halifax and the passengers that would offer would be an inducement to any steamer to make this a touching port, at least on the outward voyage—and that very little of the former and none of the latter would find their way here by other conveyance, if steam communication were somewhat regular, and the charges moderate. We may express a hope that if its contemplated extension to this port be what it ought to be, a united exertion will be made in its favour.—If the Cunard steamers despise our commerce, we shall be better served by such enterprises as those which have started the Circassian, or if they think it worth an effort to preserve the benefit they derive from us, competition will prevent the evil of monopoly.

We have republished a letter from the Hon. Samuel Cunard, which first appeared in the London Times, as further proof of the anxiety with which the present competition is viewed by the parties who have hitherto (and we believe up to this time they have well deserved it), received all the benefits of the enterprise.

Trial for Murder.—The trial of George Izatt for the murder of Daniel McKeon, on the 5th of last October, at a house near the Railway depot, commenced in the Supreme Court on Monday 19th, and concluded the following day. The evidence went to prove that there was a raffle in the house, and that dispute arose towards the close, about paying the bidder, which led to a row, in which Izatt was thrown down and maltreated. That he then went for his gun, and without much further provocation fired amongst the people outside, and Daniel McKeon thus received a wound which in a few hours caused his death.

Izatt absconded but was subsequently captured. The Hon. J. W. Johnston undertook the defence of the prisoner, which he conducted with his usual ability.

The Attorney General, for the prosecution, admitted that there were not sufficient grounds for a conviction of murder.

Judge Desbarres charged the jury, which retired, and after an absence of about 3 hours, returned a verdict of guilty of Manslaughter.—Halifax Church Times.

We perceive by the Custom House columns that an increase of trade of this port to the Brazil has taken place recently, and we hope it may, as formerly, turn out to be profitable to all engaged in it.

Another cold snap succeeded the rain of Wednesday night. The mercury on Saturday at 10 A. M. at 9° below zero.—We are sorry to hear that a poor black-man named Maxwell of Beech Hill, was found frozen to death near the N. W. Arm, on Friday morning.—Morning Journal.

A number of the German emigrants advertised for some weeks back, sent to this country by the British Government, arrived on Thursday morning in the American ship Golconda. They number 350, men, women, and children, all told.

George Izatt was yesterday brought up to receive his sentence, when the Hon. J. W. Johnston made some further exertions to have the punishment mitigated. Certificates of former good character were adduced, and every effort made in behalf of the prisoner. The unfortunate man was addressed at great length, and with considerable feeling by the Judge (DesBarres), and appeared very much affected. He was sentenced to twelve month's confinement in the common jail.

The United Service Gazette states that there is now little or no doubt as to the intention of the Government to despatch final expeditions in search of further traces of Sir John Franklin. They will probably consist of three parties, one overland, another via Behring's Straits. Expedition will probably be commanded either by Captain Collinson, (should he volunteer his service), or Captain Rochfort Maguire, an officer of great energy and much active experience. The Baffin's Bay expedition will, it is supposed, be offered to Captain McClintock, but we have as yet heard no one mentioned to command the overland party.

#### UNITED STATES.

The New York Tribune gives the following:—A friend of ours called upon a fashionable family New Year's day, and found the table loaded with all the delicacies in the eating line, but no liquors. Congratulating one of the women upon the change, she inquired of him, 'Have you seen Bridget?' He replied in the negative, and was at once invited to walk down to the basement, with several gentlemen who were going to wish that humble member a happy New Year. The first word that he heard upon entering her domain was addressed to a gentleman standing by the side of a table containing a good deal of glassware; when Bridget asked him if he would have it with hot water and a little lemon. From what we saw on the streets on the evening of New Year's day, we are led to believe that a large number of people did see Bridget in the course of their walks. Now this is a sort of 'whipping the devil round the stump' that

was very extensively practised upon the late festival, that we do not approve of. If women are disposed to make their visitors drunk, let them take the responsibility in their own persons, and not send the poor victims down stairs to see Bridget.

Privations in the Western States.—The Boston Telegraph contains the following extract of a letter from the Rev. J. U. Parsons, the leader of a party of emigrants to Kansas from Maine and Massachusetts, dated Ogden, Dec. 9th, a town near Fort Riley, one hundred miles west of Lawrence. We would recommend it to the attention of those who think New Brunswick to be a severe country:

Ogden, (K. T.) Dec. 9, 1856.

About twenty-five of us have located here, and a dozen miles above here, on the Saline. We thought we could provide for our own wants, but we are now in the midst of our fourth snow-storm. There was one small one, and on the 27th of October a regular north-easter, in the night. And from that time it continued winter weather nearly the whole time till Dec. 2d, when we were visited by another snow-storm and tremendous gale, such as I never witnessed so early in the season in Maine. One of my sons froze his feet, and the others came near freezing. Of a surveying party of seven a few miles above here, two froze to death, and the other five were disabled by frozen feet and limbs, and passed through here yesterday, unable to walk a step.

During the week it continued piercing cold, and only moderated so that we could work yesterday, and to-day it has blown up another north-east storm. It is unprecedented in the history of the country. In the storm of Dec. 2d, nearly two feet of snow fell upon a level. What the end will be we cannot foresee, but it has so far almost entirely cut off our means of support. Our men could have employment, but they can't work.

Most of them are without boots, mittens or other clothing suited to such weather. We have had an average of two invalids the whole time. Every article of consumption is fearfully high.—Our provisions have cost us an average of \$2, 50c. per week for every man. We have already incurred a bill of \$100 for groceries and boots which we have no means of paying. They have lost now over four months' time, and scarcely seen a pillow or a bed or chair during that time.

Riot at Albion, New York.—Albion, N. Y., Jan. 19.—8 o'clock, P. M.—A terrible riot is now going on in Main-st., between a party of Americans and a party of Irish. Two men are dead, and several others are lying on the ground dangerously wounded. Knives and other weapons are being freely used.

Chicago.—During the past year there have been five thousand buildings erected in Chicago, and it is estimated that the population has increased 25,000.

The weather in the United States has been very severe the present season, and the navigation at some of the principal ports has been much obstructed by ice. The Delaware river is frozen over, and communication by water is entirely suspended. Some of the papers estimate the loss of trade on account of the obstruction of the navigation at from \$80,000 to \$100,000 per day.

The harbours of New York and Boston are much obstructed by ice, and vessels attempting to enter are exposed to great danger.—The bark Byron, from Cardenas, for New York: with sugar, was driven ashore on the 16th inst., on the inner middle ground, in the lower Bay, by the ice, and cut through, which caused her to sink. The crew were saved.

The Sound steamers had been delayed on account of the ice. At West Roxbury, near Boston, on Friday morning last, at 7 o'clock, the thermometer was 14° below zero.

The coldest weather experienced at Bangor this season was on Saturday last.

The Whig and Courier says:—In the court of the Bangor House the mercury stood at 14° below zero at half past nine o'clock in the morning, or two hours after sunrise it was 21 below.

Boston, Jan. 19.—Railroad communication outside of twenty miles from the city is totally suspended on the Eastern and Boston and Maine roads. No train attempted to leave this afternoon, except to plough out the tracks. The same may be said of all the roads leading from the city.

The Sunday night mail train, which left at 8 P. M., had not reached Worcester this morning.

About two feet of snow has fallen, thrown into huge drifts by a severe north-east gale. Indications of more snow this evening.

Much anxiety is felt for the shipping, but so far we learn of only one disaster.

The weather was terribly cold in Boston on Saturday night and Sunday. The harbor froze over as far down as the Castle.

#### CENTRAL AMERICA.

Later from Nicaragua.—New Orleans, Jan. 15.—The steamship Texas, from San Juan, Nicaragua, has arrived below this city.—The purser reports that the Costa Ricans, protected by the British fleet, had seized every steamboat on the San Juan river. The steamer San Carlos left Virgin Bay on the 3rd of January, but was captured by the Costa Ricans soon after she got into the river.—Col. Lockbridge, with 250 men, had possession of Punta Arenas, but the Costa Rican force of 1000 men held every point of the river.

It is confirmed that General Henningsen had beaten the allies at Granada, and joined Walker at Rivas. Walker's army is represented to have been in good spirits, and never more confident of success, while the allies are fighting among themselves.

The steamer James Adger, with the passengers she took from the Tennessee at Norfolk, arrived at San Juan on the 9th inst., but in consequence of the difficulties on the transit route, she sailed next morning for Aspinwall to forward her passengers by the Panama route. The James Adger would return to Punta Arenas, and will be due at New York about the 23rd inst.

#### NEW BRUNSWICK.

M. H. Perley, Esq., Imperial Fishery Commissioner, and Government Emigration Agent at this port, was a passenger in the mail steamer Niagara, from Halifax for Liverpool, on the 16th inst.—Courier.

The parsonage house, at Norton, occupied by the Rev. E. A. Warnford, was destroyed by fire on Thursday morning. We understand that a portion of the furniture contained in it was saved.—New Brunswicker.

#### JAPAN.

Important News.—The Bologne Gazette has some important intelligence from Japan. It is said that a grand convocation of the dignitaries of the empire has decided to permit no foreigner to visit the interior; therefore the efforts of the English, Russians and Americans to open trade with that country have proved of no avail. The Japanese simply supply our vessels with necessaries and receive in payment only gold and silver. The Dutch, on the contrary, are in high favor, and enjoy a monopoly of foreign traffic. The Japanese are making rapid progress in naval knowledge, and they have appropriated two millions and a half of dollars for getting a fleet of vessels of war, on the European plan to be commanded by Dutch naval officers. Four of the vessels are to be screw steamers.