

the Baptist Missionary Society, chiefly with a view to do away with the trouble and expense of trust-deeds, and the numerous inconveniences connected with them, as well as to invest the Society with the legal rights and powers desirable, if not necessary, to the safe holding of property.

Accustomed as we are to such arrangements in this Colony, we are scarcely prepared to hear that the abovementioned proposal is regarded by many with alarm and even indignation. A warm controversy has ensued. The Charter is vigorously opposed by a writer in the *Christian Record* (formerly the *Baptist Record*), to whom the Rev. J. H. Hinton has replied in a pamphlet. A letter from the Rev. D. Katterns of Hackney, printed in the *Patriot*, betrays a singular state of feeling. Our good brother is evidently much disturbed.—Acceptance of a Charter, according to him, will be a violation of principle:—it will be the union of the Baptist Church with the State! "Ichabod" will be written on the Society, and he, with those who hold the same views, will depart, and form another and purer organization.

We cannot participate in these apprehensions, nor do we suppose that they will meet with any sympathy in North America, since the incorporation of Religious Societies, for Bible, Tract, Missionary and other purposes, is general throughout this hemisphere, and has been found to work well. But we advert to it in order to point out to our readers the jealous care with which the brethren in Great Britain watch over religious freedom, and guard against all approach to concession to State Church principles. They are keenly sensitive on this subject. We are heartily glad to observe it. Let us be equally watchful here. We must take heed lest we touch the unclean thing.

The *Register* is read by many brethren who are engaged in the present discussion. We beg to suggest to them that the objections advanced against incorporation are equally valid against trust-deeds; and that on the principles maintained by them, Religious Societies ought not to hold property at all; since it is impossible to hold it without invoking the protection of the State, and submitting to the directions and restraints of the law. It may be also observed, that a society is not created and constituted by a Charter. It existed before the Charter was given, and if the Charter should be withdrawn, it will still exist, reverting to its original state. Under British Government, property is safe, and all just rights are respected.—*Montreal Register*.

REV. F. BOSWORTH, A. M.

We are happy to inform our friends that Mr. Bosworth is much improved in health. In a letter from Buenos Ayres dated Dec. 23d last, he states that his return may be expected about the middle of May. His account of the manner in which the Sabbath is observed in Buenos Ayres, will be read with deep and melancholy interest.

THE SABBATH IN BUENOS AYRES.

In the Argentine Republic, as in all other countries in which the Government is Catholic, the Sabbath is but little regarded. In the capital, as might be expected, even less attention is paid to the due observance of this holy day than elsewhere.

Military training, which every native is obliged to undergo, takes place almost every other Lord's day. During the continuance of these exercises, and they last from 3 P. M. to 7, no foreigner is permitted to go into the streets or even to look but into them. At such times no Protestant congregation is of course allowed to assemble. Nor indeed can any one; if so disposed, then enjoy in the solitude of his chamber those religious exercises which compensate in a great degree for the loss of more public privileges, for his ears are constantly annoyed and his thoughts unsettled by the sound of military music and the firing of muskets and cannon.

This is the day also for elections. In one of the organs of Government, dated December 9th, the following notice appears:—"Tomorrow (Sunday) elections are to be held in the different parishes of this city, and in the several country districts, for the election of 26 Deputies to serve in the next Legislature."

The second Lord's day after my arrival a sort of religious fair in honor of some Saint or other, was held at a church a short distance from town. Thither all classes resorted.—Shows of various kinds were exhibited, stalls for the sale of numerous articles erected, and all the license allowed which is associated in

my boyish recollections with the notable fairs of my fatherland.

During the Summer months, two, three, and four bands of music, belonging to the various regiments quartered in the city, play for several hours every Sabbath evening on the Alameda, which is then the public resort of all classes of the community.

But little respect seems paid to those religious observances which the Romish Church prescribes for the Sabbath. The more staid part of the female sex and children repair to Church once, for about an hour, to hear mass. But few of the men, however, make their appearance there. The afternoon of the Lord's day, when no military exercise takes place, and the evening, are the favourite times for visiting in Buenos Ayres. Calls of courtesy and friendship are then most appropriately made.

The best markets are held on this day.—More shopping is also done then than on any other day. It is then the Theatres reap their best harvest.

With few exceptions, the Protestants of this city seem to me to pay little regard to the sanctity of this day, which in their own country is so religiously obeyed. There are, it is true, four places of worship. The Episcopalian, Mr. Falconer; Episcopal Methodist, Mr. Lore; Scotch Presbyterian, Mr. Brown; and German Lutheran, Mr. Siegel, a pupil of Neander and Hengstenberg, and three Sabbath schools—one of them Mr. Lore's, a very good one, excellently superintended, but the attendance is in no respect what it ought to be. Very many of the most influential foreigners never go to church at all, but spend the Lord's day in amusing themselves.

Nor is the profanation of the Sabbath among Protestants confined to mere absence from Church. For three months past, a New York Circus has been parading the streets with a band and exhibiting twice each Lord's day. The following notice I extract from a public print in this city:—

"New York Circus.—To-morrow, Sunday, there will be a performance, commencing at 11 o'clock in the morning, and another in the evening at 8 o'clock." The very hour of worship in the Protestant Churches!

When will Catholics regard Protestantism as the more excellent way, with such examples before them? Shame on the men who for paltry gain will bring their country and the faith into disrespect among a Catholic people.

Deeply has my heart been pained while here by the alarming desecration of the Sabbath among this people. Amidst bustle and business I make my way to the sanctuary—there amongst a few servants of Jesus, to mourn over the wickedness in high places. Then, thank God, I feel it is the Sabbath—for I hear the Gospel from the lips of the excellent and hospitable Methodist minister Rev. Mr. Lore, and see around me those whose constancy and fervour at the prayer meeting have often delighted my heart. May God bless his servant in proclaiming his truth in this benighted land, and make him abundantly useful in extending the Redeemer's cause.—*Montreal Register*.

REPORT OF THE RAILWAY COMMITTEE.

We have received the Report of the Committee of the House of Assembly on Railways in this Province, which has been adopted by the House without a division. It will be seen that they deem it altogether impossible for these Provinces to undertake the Great Trunk Line from Halifax to Quebec, unless largely aided by the Imperial Government; although they are of opinion that no other measure can be devised which will so certainly consolidate these Colonies. The Committee think that the plain broad question on this subject is—Do the People of England wish to retain the North American Colonies or not? If they do, the Trunk Railway is indispensable, and should be completed at any cost; if on the other hand there be a prevailing disposition at Home to throw us off, it will be far better to do so at once, and not leave us as at present, depending upon hopes never to be realized, and looking for aid from whence it can never be derived.

The Committee recommend that the following offer should be made—

"To secure to the Government or to any Company that may construct the Line, the ungranted Land to the extent of ten miles on each side: To purchase the right of way and the necessary stations on improved and private property; and, if nothing less will suffice, we would respectfully recommend that the House

should consent to such modification of the present protective Duty on our Pine Timber as the British Government may deem advisable, if, in consideration thereof, they will undertake to make the necessary advances to complete that portion of the Line running through this Province."

The following is the report on the Shediac Line:—

"In the event of the Trunk Line from Halifax to Quebec being constructed, it is very obvious that a Branch Line will be laid down from Shediac to St. John, in order to secure to this Province a share of the commercial advantages derivable therefrom; but even without the Trunk Line, we are of opinion that no part of the Province presents so eligible a site for a Railway, or promises so certain a return for the investment of capital, as the line recently surveyed by Mr. Wilkinson, from St. John to Shediac, a distance of one hundred and eight miles.

Being unanimously of opinion that a work of this kind should be forthwith commenced within the Province, we respectfully recommend this line as preferable to any other, for the following reasons:—

First—Because it will open up a commercial communication between St. John and the Gulf of St. Lawrence:

Second—Because of the extent of population and the fertility of the soil throughout the whole line:

Third—Because, when twenty miles at either end of the line is completed, great commercial advantages will immediately result therefrom:

Fourth—Because it must lead to the construction of a line from Halifax to Shediac, and from St. John to the American frontier, which would make it a part of the great highway from Europe to the remotest States of the Union:

Fifth—Because it will unite and identify the interests of the Lower Colonies:

Sixth—Because no line of equal extent can be found in the Province, which can be so easily and cheaply constructed, or which can present such prospects of immediate advantage to every department of industry, whether connected with the Fisheries, the Agriculture, or the Commerce of the Province.

We believe that no line of equal extent has been discovered which presents less engineering difficulties.

Mr. Wilkinson, in his preliminary report, remarks, that 'the ruling gradient is between level and seven feet per mile, with two maximum gradients, each of only thirty feet per mile, and he is of opinion that 'by a slight variation, and some increase of expence, the rise of thirty feet may be reduced to twenty-two feet, which would be a very little more than what is termed the angle of repose.'

Contrasting the gradients on this line with those on the line surveyed by Major Robinson over the Cobequid Hills, Mr. Wilkinson states that 'the same tractive force which would convey twenty-two and a half tons to Halifax, would transport forty-six tons to St. John.'

As we have thus selected this line as the preferable one for immediate operations, the next question for consideration is, in what manner can the funds be raised for its construction.

It is admitted on all hands, that the capital must be obtained from abroad: if left to private enterprise we are sure the work would not be undertaken, unless a legislative guarantee were given to secure a high rate of interest, and even then the management and control of the railway would be principally in the hands of strangers, who, being sure of the guaranteed interest, would have little inducement to economise, and would have but little regard to the public accommodation by the establishment of low rates.

Some other and more effectual course must therefore be adopted. The crisis is extreme, and the remedy must be equal to the emergency. Our trade is stagnant—our people are emigrating—our real estate is rapidly depreciating; and we are called upon to take a bold and decided course, irrespective of local claims and sectional jealousies. Providence has given us a country rich in all the natural elements of wealth, and we must turn them to account; the talents have been generously bestowed, and we are now to decide whether we shall bury them in the earth or multiply them by profitable employment.

Impressed with these considerations, we have struck out a course of procedure.

The estimated cost of the Shediac Line is five hundred thousand pounds, and is high, as

compared with the estimate for the St. Andrews and Quebec Line.

There are many reasons why the whole of this line should be laid down by the government; but we think that greater economy would be insured if a portion of the stock were taken by private individuals, and we therefore respectfully and earnestly recommend that the Province should take one half the stock, to be raised on Provincial Script, redeemable in forty years, and interest payable half-yearly in London, and that the Province should guarantee a rate of not exceeding five per cent. per annum, on the balance for twenty-five years, to commence immediately upon the completion and opening of the whole line, to continue so long only as the line is kept in efficient working order. Should this recommendation be sustained by the House, we shall submit the necessary bills for carrying it into effect.

We are well aware of the nature of those objections with which our recommendations will be met.

It will be said that we have recommended a course which will involve the Province in debt, and embarrass our finances; but in answer thereto, we would express our opinion, which has been formed after the most mature consideration, that under prudent management, the very expenditure will beget the means for its ultimate liquidation.

It will also be said, that Legislative aid should not be exclusively applied to one Line, but so distributed as to give encouragement to similar works in other parts of the Province. In answer thereto, we say, that unless we bend our energies to the completion of one Line, we shall fall altogether, and consequently be discouraged for years to come, from undertaking any similar enterprise.

If the House can select any other Line which presents greater facilities, and a better prospect of success than the one which we have recommended, we shall cheerfully adopt it; but if no better can be found, we fervently hope that we shall combine our energies in this great cause, and then there must be a Railway in New Brunswick.

We have had under our consideration the Bill now before the House 'to authorize the issue of Script, on the faith and credit of the Province, to be employed towards the building and completing of the Rail Road from St. Andrews to Woodstock.'

The Legislature has already guaranteed six per centum per annum, for twenty five years, on one half the estimated cost of this Line; and we regret that the Company have not been able, with this guarantee, to prosecute their operations with success.

If we were satisfied that the assistance now asked for would insure the completion of this Line, we would cheerfully recommend the passage of the Bill under consideration of the House.—*New-Brunswick*

CORPORATION REVENUES.—The undermentioned sources of Corporation Revenue were leased this day, by Geo. A. Lochart, Esq., Auctioneer, for one year, from the 1st of April next. We subjoin the amounts for which the several sources of Revenue were bid off on the present occasion, (the Breakwater excepted,) as well as last year, from which it will be seen that there is a gain in the aggregate this year of £72, independent of the Breakwater, not sold.

	1848.	1849.
Wharfage and Slippage at the Market Wharves and Slips,	£410 0	£459 0
Slippage at Union-street Slip,	8 0	40 0
Ditto North Slip,	12 0	16 0
Ditto Lower Cove Slip,	26 0	35 0
Ditto Carleton,	1 0	1 10
Weighing Machine at Union-street,	106 0	100 0
Ditto North Slip,	71 0	53 0
Ditto Sidney Ward,	1 0	3 10
Ditto Carleton,	—	1 0
Wharfage at the Breakwater,	255 0	—
Anchorage,	430 0	420 0
Wharfage and Slippage at Rodney Wharf, Carleton,	57 0	65 0
—Observer.	Total £1122 0	1194 0

The last English Mail brought instructions from the Home Government to the Commissariat Department to pay over to the Treasurer the sum of £7106 9s. 8d., being the balance, in full, of the Provincial claim, to reimburse the Emigrant expenses of 1847, which, in addition to the sum previously paid, (£7410,) makes the whole amount £14,516 9s. 8d. The claim made by the Emigrant Bill, passed last session, was £13,511 11s. 11d., so that the Province gets 1006 17s. 9d. more than was at first asked. This, we understand, arose in this way: In making up the account, last year, the Emigrant expenses in prospective, up to the first of May following, were estimated at £3500; but the authorities in England having required additional explanation and information, particularly with regard to the high expenditure in Fredericton, an inland town, a complete and perspicuous statement was accordingly made up, in which full particulars of the items and places of expenditure, with much other information as bore materially on the question, were given. This was accompanied by a strong letter to the Governor, referring to the state of St. John in 1847, and the result is, that Earl Grey has sustained the account to a penny.—*Courier*.

CANADIAN INDIANS.—By returns made to the British Parliament, it appears that the whole number of Indians in Canada is 13,241.