producing the same effect. Time will determine which improvement was best adapted for securing trade and revenue.

In 1849, a general Policy as near that of the State of New-York as circumstances would admit, was adopted. On the 4th of August, a Minute of Council was passed, clearly expressing the views of the Government at the time.

"It is by no means the Policy of this Government to involve the Province in a larger amount of debt than already authorized; but, on the contrary, that it is their intention to reduce the liabilities of the Province as rapidly as its increasing revenue will permit. *In proof of which intention*, the Committee beg leave to refer to the Act for the management of the Public Debt, (5th sec. 12th Vic. cap. 5,) passed last session."

This Act appropriates the entire revenue derived from Tolls on Public Works, (less £20,000,) together with any unappropriated revenue from Customs, at the close of each year, to form a Sinking Fund, to apply towards the extinction of the Public Debt.

Had this Minute of Council and Act of Parliament been carried out in its proper spirit, our Debt would have been paid in 1866. It has not only been virtually repealed or evaded, by the first clause of the Act of last session, but the Government are authorised to create an additional Debt of several millions of pounds, providing the Agents who negotiated the last Loan will assent to it.

Instead of reducing, the Public Debt has been increased from year to year, until it has reached the same amount as that of New-York; and instead of regaining the trade of the West,—for the avowed object of which our Ship Canals were constructed,—the greater part of the trade of Canada has been diverted to New-York.

You will also bear in mind, my Lord, that this unexpected result has not been produced by any natural cause, or from the want of a revenue on the part of Canada:—quite the reverse. The superiority of the natural outlet of those great Lakes over any artificial channel, is universally admitted. Our revenue from Customs is estimated at £600,000, besides the credit of the Imperial Government. In addition to those different sources,—not one of which can New-York command,—our internal Taxes from Excise are estimated at £71,625, (besides the Tolls from Public Works,) which, in proportion to our population, per head, exceeds the internal taxation of New-York.

Were the two routes placed on an equal footing, an Emigrant, a ton of Goods, or a barrel of Flour, could be conveyed between the Western Lakes and Great Britain, by Quebec, in less time, and at less cost, than by New-York, and even to the port of New-York, by the St. Lawrence, at less time and cost than by the Erie or Oswego Canals; and that in place of the paltry amount of Tolls now received, (some £50,000,) they would equal those of the New-York Canals,—£847,619.

These are grave considerations, and we may well ask ourselves, if the two Governments continue their present Policy, what will be the comparative increase of the commerce and wealth of the respective countries in 1868? The one having no Public Debt, no taxes for the support of a State Government, nominal Tolls, and no restriction on her internal commerce;—while the other is loaded with a large public debt, high taxes to pay its interest, and an expensive Government.

I have the honor to be, my Lord,
With high consideration,
Your Lordship's obed't serv't,
WM. HAMILTON MERRITT.

St. Catherines, Oct. 10, 1851.

The Courier.

SATURDAY, DECEMBER 27, 1851.

We would take the opportunity, at this festive period of the year, to tender to our numerous friends and patrons the usual compliments of the season, and to thank them for their continued countenance and support.

We publish below the resolutions passed at a Public Meeting called by and presided over by the High Sheriff, held on Tuesday last, with a sketch of the speeches on the occasion. This meeting was called for the purpose of giving a public expression of the opinion of the constituency on the subject of Railways, for the information and guidance of our Representatives at the approaching session of the Legislature. As may be inferred from the names of the movers and seconders of the resolutions, the meeting was chiefly composed of conservatives, the liberals taking little part in the proceedings; some alleging that their views on railways were quite well known; others, that as they did not consider themselves represented in the present House of Assembly, their opinions could have but little weight.

The result of this meeting fully corroborates what we have frequently asserted, that public opinion in this community has in no ways changed as regards Mr. Howe's scheme, and that when we stated that not *three* men could be found to support it, we made too liberal an admission, as in this instance, at a meeting regularly convened to consider the matter, not one solitary voice was heard to speak in its favor, but all united to condemn it.

We trust that this meeting will be followed by others in every County of the Province. The question is one of the most important that has ever been submitted to the Legislature, and on its wise decision depends, in a great measure, the freedom, prosperity and happiness of the Province.

In Canada and Nova-Scotia an opportunity was afforded to the people to exercise their influence directly upon the question, as the elections took place while it was pending, but in the meantime the people of this Province can only express their wishes by meetings and petitions.

In a matter of such vital importance, which so deeply affects the prosperity, rights, and future prospects of the people of this Province, it may be found necessary to take the proper steps to procure a dissolution of the House, so that those whose interests will be affected by the decision of the question, and who will have to take the consequences, may have a voice in the decision.

We trust, however, that such proceedings may not be needed. We are informed that Messrs. Johnston, Godard, Needham and Harding have expressed themselves in favour of the wishes of the people, and hope that the Hon. Messrs. Wilmot and Gray may see it to be their interest to follow the same course.

St. John, December 23rd, 1851.

A Public Meeting of the inhabitants of the City and County of St. John was held, pursuant to requisition to the High Sheriff, on the above day. The meeting was duly called to order, for the purpose of communicating the sentiments of the said inhabitants to their Representatives in the General Assembly, on the question of an Inter-Colonial Railroad from Halifax to Quebec.

On motion of Dr. R. Bayard, seconded by Walker Tisdale, Esq., the High Sheriff was called to the Chair; and on motion of Dr. R. Bayard, seconded by W. Jack, Esq., W. R. M. Burtis, Esq., was appointed Secretary.

The following Resolutions were passed unanimously.

Moved by Dr. Robert Bayard, seconded by Henry Chubb, Esq —

"That this meeting considers that a Railroad undertaken commensurately with the means of the Province, and passing through districts promising the most traffic, and the least expenditure for construction, is indispensably requisite for the improvement and prosperity of New-Brunswick."

Moved by Wm. Wright, Esq., seconded by Robertson Bayard, Esq.—

"*Resolved*,—That no line of Railway whatever should be undertaken which does not hold out a reasonable prospect of remuneration."

Moved by William Jack, Esq., seconded by Leveret H. DeVeber, Esq.—

"*Resolved*,—That it is the opinion of this meeting that the route of a Railroad from Halifax to Quebec, through the Valley of the St. John, presents the best prospect of advantages, both as respects remuneration and general convenience, and that no other route should be entertained by the Legisla-
"
d by Mr. James Macfarlane, seconded by
Bayard—
the opinion of this meeting that Mr.
scheme, by which, as it is under-
of this Province will be called
to construct 217 miles of
Railway, by way of the
reasonable prospect of
est on the investment re-
ither directly or indirectly,
the inhabitants of this Pro-
rther that it is the opinion
Railroads in this Province
by the Government."
urgar, Esq., seconded by
he opinion of this meeting
the City or County of St.
e the construction of the
oad by way of the North
to the
City and County, as the expression of the wishes of this meeting relative to the line of Railway to be advocated by them in the House of Assembly, and that the Secretary be requested to forward such copy to each of them."

On motion of W. Wright, Esq., the Chairman left the chair, and Walker Tisdale, Esq., was called thereto, when a Resolution, expressing the thanks of the meeting to the Chairman and Secretary, was passed by acclamation.

W. R. M. BURTIS, *Secretary*.

We are indebted to the editor of the *Freeman* for the following report of the Speeches delivered at the Public Meeting on Tuesday:—

Dr. BAYARD briefly proposed the first resolution. "It was agreed on all hands that Railroads are essential to the prosperity of the Province, but it hardly required any argument to prove the position laid down in the resolution—that to render them really advantageous, Railroads must be undertaken only as far as the circumstances of the country would admit of; that all works of the kind should be undertaken commensurately with the means of the Province. The Province, like an individual, should, to use a homely adage, "count the cost," should "cut its cloth according to its measure." He was sorry to hear urged more than once, as an argument in support of the adoption of the proposed route by the North, that England was a generous lender, and would not press for repayment. No one, he trusted, would be influenced by such a consideration as that, so unworthy of any honorable man. It was urged that the money could be got at 3½ per cent. for this work No merchant would enter into a speculation he did not think profitable, because he could get the money at a low interest; nor would any honest man be induced by this to extend his business and invest the money, when he saw no prospect of being able to repay it. No one had attempted to show that the Northern Line would pay its working expenses, and he thought the Province should not undertake it, merely because they were offered the money at 3 1-2 per cent.

WILLIAM WRIGHT, Esq. proposed the second resolution. Railways may almost be said to be a necessity of the present age, and no country can make much progress unless by the aid of Railway communication. As yet, however, there is not a single mile of completed Railway in these Lower Provinces. At a time when their mechanics and tradesmen, the best portion of the people, were leaving the country under the pressure of distress and want of employment, a meeting was held in this same room to devise some means of staying the ebbing tide of the population. It was then unanimously agreed that a Railway affording the best prospect of materially improving the position and prospects of the country, and providing remunerative and profitable employment for the people. The Railroad then agreed on was a portion of the present European and North American line. A deputation was appointed from that meeting to press the question upon the attention of the Legislature. That deputation was kindly received by the Legislature, who seemed inclined to carry out their views; and were it not that adverse influences had prevented the Legislature from carrying out their intentions, a large portion of this most important line might be now completed and profitably worked. Since then, at the Portland Convention, the question of Railways through these Provinces was fully discussed, and it was clearly shown by facts and figures, and declared by the almost unanimous voice of that great meeting, that this line would pay; that it was essential to the advancement and prosperity of the Province; that it should be constructed, and indeed that it was the duty of Capitalists—of all having an interest in the country, to subscribe for its erection. While it was proved that this line would pay, it was not even asserted that the line by the North Shore could pay. In coming to the conclusion that they should not build the line they thought most likely to pay, they did not by any means desire to exclude the Counties of the North from the benefit of Railways. The issue of their first attempt at Railways would largely influence the success of all their future undertakings. If the first line paid, the moral influence at home and abroad would be such, that other lines would immediately follow it—Capitalists having full confidence in the people and their undertakings. If the first line did not pay, then it would prevent for a long time their having any other lines. They only said then to the men of the North, let us build this line, that we know will pay, and it will prove the surest means of getting your line built also. Mr. Wright then showed the absurdity of building a non-remunerative line of Road because the money could be got at a low rate of interest, and of burdening the country with the interest, which reciprocity with the United States would render it necessary to raise otherwise than from the Revenue; and the dishonesty of borrowing, because the lender was generous, and would not exact repayment. It was the duty of every man to speak out and declare his opinion on this question. He ridiculed the idea that the Province should build a merely Military Road; and the objection, that in case of war this road would be too near the frontier, was one insulting to men of the Anglo-Saxon race, or the race of which a man should feel equally proud—the Celtic. Without the affections of the people, Railroads would do little to attach the Provinces to the Mother Country. The Central line—that proposed by Mr. Keefer—he believed would pay if adopted, and would prove in all respects preferable to the one by the Gulf Shore, which no one supposed could prove remunerative.

ROBERTSON BAYARD, Esq., seconded this resolution. He said that this proposal of giving the Province the Railroad it wanted, only on condition that it took the Railroad it did not require, was like the old Truck System, where a man got only half cash and half goods, and to get the loaf he wanted, had to take a satin gown or broad-cloth coat he didn't want. The Central Line connecting with the Quebec and St. Andrew's Line would give them the two lines in one at a very little more cost than the European and North American Line alone, and this was the Line that should be adopted. As for a Military Road being required—the only Military Road of any avail to maintain British Supremacy on this Continent, was that which led to the hearts and affections of the people. By the Howe Scheme, the people of this Province were asked, not only for the Right-of-Way through their country for a Road to benefit only Canada and Nova-Scotia, but they were asked to incur a debt of millions for the purpose of having a road built that could confer so little advantage on so small a portion of the population. That the majority should be taxed for the benefit of a small minority was what the people would not submit to. The true policy was to promote to the greatest possible extent the interests of the greatest number.

Dr. BOTSFORD said, that from what he saw of the resolutions, they contained merely abstract propositions that amounted to little. It was asserted that the late elections established the principle that the Railways should be undertaken as Government works, and he thought that this meeting, to effect any thing practical, must say whether they approved of having these works undertaken by the Government, or if they thought that they should be undertaken only by private companies.

Mr. Wright, Mr. Jack, and several others, spoke in explanation, all agreeing in the opinion that Railways should be undertaken by companies. Some thought the question one that did not arise; that it was not fair to presume that the Government had such intentions, or to anticipate their action in this respect. Mr. Wright thought that the subsequent resolutions would be found to meet Dr. Botsford's views. Dr. Bayard alone expressed the opinion, that the meeting should only determine on the route, and then if the Government choose to undertake the work and accomplish what the people required, he would say, let them do it. This sentiment seemed by no means to meet the views of the meeting.

W. JACK, Esq., proposed the third resolution. It was pleasant so soon after the elections, when the minds of men were excited, and those of opposite views, even perhaps somewhat embittered against each other, to see men of all parties met together for a purpose all believed to be of the first importance. His decided opinion was that Railroads should be managed by private companies. In almost every instance, those roads that payed well, are in the hands of companies, and those that are managed by Governments, pay badly. He agreed fully in the resolution placed in his hands. He had visited Upper Canada, and last year, for the first time, had visited the Upper St. John, and he could tell those who had not seen it, that it suffered nothing by the comparison. Old well laid out farms; a rich soil, where no sooner were the trees cut down, than luxuriant crops were raised among the stumps; a country thickly settled, and the barns filled to overflowing with produce, were the characteristics of the whole country from the Grand to the Little Falls.—The people of St. John knew very little of this splendid country; if they did, they would feel much more anxiety to be closely connected with it. A railway here he felt must pay. He had travelled much on the railways of the United States, and he was convinced from what he saw there, that it was the way traffic that made a line profitable. Starting on a day's journey you find that though the cars are always full, of the 400 who started with you, you have not more than twenty at the end. Railroads always followed civilization and were built for the accommodation of the people, and where it seemed probable they would have most traffic, and not merely to join one place with another by a straight line. A railroad through a wilderness country, even if the shortest, would not pay as well as a longer line through a settled country. A military road it was said was required. They might, perhaps, be at war on the whole one year out of the twenty, and were they to sacrifice all the advantages of the nineteen years of peace for fear of some imaginary loss in the one of war. He had been much among their neighbors, and found them by no means pugnacious. He only wished that when the road is built it will swarm with them every day. This country requires no military road.

Mr. B. O'BRIEN said that these two roads were like those mentioned in Holy Writ—the one would lead the Province to its political salvation; the other would lead to its political damnation. He approved of what had been said by Dr. Botsford; and Mr. Jack's ideas coincided in the main with his, but all they did was of no use. Reason, and sense and argument were thrown away on this House of Assembly—a set of bush-whackers. (Laughter.) It was said that the Government were in favour of the North Line, and that the Master of the Government—the Provincial Secretary—was in favour of it; but if he dared to attempt to force this mad scheme on the people of the Province, not all the power of the Pontiff could save him, even in Victoria. A line through the centre of the Province may pay, for there were people to use it, but a line on the North, where there was no population, could never pay. And then to talk of building 400 miles of Railroad in this
miserable Province, with its 200,000 inhabitants—
repposterous—a line equal in length to
eastern extremity of Great Britain to the
work as would hardly be undertaken.
Any one who knew anything of
that on a line of 400 miles, in any
ve broad rivers, high mountains,
ines, and the expense of such a
; but the exceedingly great men
the great politicians of Nova
ing of little moment. Some-
road, but he though
ad, not a military
this Continent.
They are entirely out of place here. Loyalty was a great deal spoken of. Men spoke there and e sewhere of loyalty and attachment to the British flag, and all that; but if this money was got and laid out on such a road, when the time for the repayment came, the very men who now shouteth loyalty, would be the first to refuse payment and rebel. Tories and the men who talked of Anglo-Saxonism and loyalty, would be the first to prove themselves repudiators and disloyal. But all their talk was in vain. They were nearer having a Railroad two years ago than they are now. Then they seemed all agreed, but since then the great Nova-Scotia politician had gone home, and being trapped by Earl Grey, and a dinner, and a glass of wine, and the countenance of a few lords, he came back to play the game of dissention, and he has succeeded. It was all talk, talk, and nothing else would come of it. A house divided against itself can t stand, and now North is stirred up against South, and East against West, and there would be no Railway; at all events, not before his grey hairs had gone down to the silent grave. The Mahomedans say there is but one God, and Mahomet is his prophet. The people of the Provinces say there is but one great Queen—Victoria—and Earl Grey is her mouth-piece. (Laughter.) Earl Grey told them they must build a military road when they wanted a commercial road, and Joe Howe became his humble slave to carry out his wishes. They were humbugged. All their talk was useless: they would have no road.

Mr. JAMES MACFARLANE said, that the only argument used to show that the North Line would pay was, that a population would settle there. Mr. Howe, as if he were chief of the Magi, with a wave of his magic wand created cities, towns and villages, said to them, "There is your country built up for you," and asked them to incur liabilities to the extent of millions. It would take many years before this country could be settled, and in the meantime the road could not pay. Ten thousand people may come into the country to build the road, but these would not pay more than a tenth of the revenue. The other settlers would not be persons of capital, and it would be long before they paid much towards the revenue. He thought that a Railroad passing through the populous parts of the Province would pay. The resources of the country were great, and were daily being developed. He instanced the mines of Albert and other counties. Railways may be conducted with advantage, by the Government, in countries where an absolute despot ruled; but in free countries, with constitutional Governments, it was well known that waste and extravagance were attendant on Government undertakings; and, in his opinion, if Railroads were to be successful in this Province, the Government must have nothing to do with their management.

J. V. THURGAR, Esq., proposed the fifth resolution. As a commercial man, he felt convinced that the erection of the proposed Northern Line must prove destructive to the general interests of the country. It would prove particularly ruinous to St. John—diverting from it much of its present shipping trade and internal trade, and transferring this to Halifax. Perhaps, on this ground alone, the people of St. John would be opposed to the project; but if he thought that it would advance the general interests of the Province, he would not oppose it because it may affect St. John injuriously. Where, however, the injury inflicted would be so great and so general, and the good effected so partial and limited, he felt it his duty to unite in opposing it. He did not know how far they ought to go in giving instructions to their Representatives, as he was one of those who admired the man that declared at the hustings that he would not fetter himself with pledges. He would not, for his own part, to be elected at the head of the poll, consent to make any pledges. It was, however, right that the constituency should make known their opinions to their Representatives. He was opposed to a Government having anything to do with Railroads, and would support the resolution to that effect.

Capt. BEER seconded the resolution. The people of King's County had looked on the Railway question as settled; and so anxious were they to obtain their share of the benefits it would confer, that many of them gave up the right of way over their best intervale land. He ridiculed the idea of being afraid of going near the Border; thought the Province wanted a commercial road, and that the best road to begin with was that most likely to pay England thought the undertaking too expensive, even when it was thought necessary, and now a military road was not required.

S. R. THOMSON, Esq., moved the sixth resolution. He thought it was well that this meeting had been called, and expression given to opinions that prevailed among the people. When a Bill to make the Legislative Council elective was before the Legislature, one of the principal arguments used against that important measure was, that the people had held no meetings, and forwarded no petitions in its favour, though it had been talked of all over the Province. In the same way, it may, perhaps, be argued that though this subject was well understood, and the papers through the Province teemed with it, yet as the people had not expressed their disapprobation of the Howe scheme, they should be regarded as approving it. This Northern Line had been surveyed, spoken of, abandoned and forgotten; and the public attention having been directed to a scheme more feasible, and holding out a fair hope of remuneration there was a fair prospect of enjoying the benefits of Railways in the Province, when this arch politician of the neighbouring Province contrived to renew the old scheme, thus throwing them all into confusion, and rendering the prospect of their getting a Railway almost more distant than before. To come to the resolution, he fully approved of the principle it contained. It had been urged against St. John, often perhaps justly, that it was too apt to act on important questions without consulting the other parts of the Province. St. John, whatever became of the Railways, must continue to be what God and nature designed it to be, the chief city of the Province. It could not be deprived of the advantages conferred on it by nature; still it had a deep interest in the railway question, and as the chief City, should take the lead in any movement relating to it, but having done so, it should seek the co-operation of those districts almost equally interested. This was done by the resolution he held in his hand, the co-operation of all those counties that concurred in their views being requested.

By Telegraph to the News Room.

ARRIVAL OF THE BALTIC AT NEW YORK! The American Steamer *Baltic*, arrived at New-York on Wednesday last, in thirteen days from Liverpool, bringing dates to the 10th instant.—An outline of the news by her was communicated by telegraph to the News Room the same evening.

On the 8th, Louis Napoleon addressed a Proclamation to the French people, in which he says:—"The disturbances have been pacified. Whatever may be the decision of the people, society is safe. The first part of my task is accomplished. The appeal I made to the nation to terminate the struggle of parties, was, as I foresaw, attended by no serious risk to the public tranquillity. Why should the people have risen against me? If I no longer possess your confidence,—if your ideas have changed, there is no need to cause precious blood to be spilled. I will always respect the decree of the people; but as long as the nation has not spoken, I will recoil from no effort, from no sacrifice, to baffle the attempt of rebellion. It has been seen how mad it is to contend against an army united and disciplined, animated by honor and patriotism; and on the other hand the tranquil attitude of the people of Paris. The reprobation with which they stigmatized the insurrection, shews for whom the capital has declared itself, in those populous quarters where insurrection was wont to enlist recruits, commonly among workmen decoyed to its instigations. Anarchy this time has only been able to meet a profound repugnance for their detestable invocation. Thanks be rendered for this to the intelligent and pacific population of Paris. Let that population persuade itself more and more that my sole ambition is to secure the repose and prosperity of France. Let it continue to lend its concurrence to authority, and soon the country will be able to accomplish in quiet the solemn act which is to inaugurate a new era for the Republic."

A decree which will produce a good effect for the President is that in which he places troops for the suppression of riots on the same footing with those serving in campaigns, thus giving increased pay, rations, and years of service. This is one of the most judicious measures, as regards the army, which could have been imagined, and after this act it would be very difficult to shake the devotedness of the army to Louis Napoleon.

A credit of 20,000 francs has been opened for the relief of the families of those who were killed in the insurrection.

The last of the Paladins of Napoleon, Marshal Soult, is dead, and was to be consigned to the tomb on the 27th ult. Jean-de-Dieu Soult, Duke of Dalmatia and Marshal General of France, expired peacefully in the very scenes of his nativity, after a life with scarcely a parallel for eventfulness and danger.

STILL LATER!—ARRIVAL OF THE CANADA.—The Canada arrived at Halifax, on yesterday morning, with 32 passengers for Boston and 10 for Halifax. She left Liverpool, at 3 o'clock, P. M. having been detained by a dense fog. After the third day out she had a succession of violent head gales with most terrific squalls and high seas. At 8 A. M. on the 17th, she saw the *Asia*, lat. 51, 25, lon. 27, 39. No American steamer left since the *Baltic*.

The State of Trade in Manchester.—The comparative cessation of violence in France has operated favourably upon business. But the apprehension felt for the tranquility of Germany has inspired extreme caution in all operations relating to trade. German and Italian houses are acting with extreme caution. The tone of trade throughout the week, however, must be considered healthy. This feeling can be arrested but by the recurrence of disorders in France or the outbreak in Germany that too many indications would seem to portend.

The London stock market was rather active and prices had rallied to almost their former point. Consols closed, on the 12th Dec., at from 98⅛ to 98¼, and after business hours advanced ¼ to ¼ more. Railway shares were strongly on the advance. Timber market less active, prices had given way a little in the face of large arrivals. Cotton—Sales of the week 31,780 bales, at a decline of about ⅛d per lb. Flour and Wheat in less request, the former declined 6d. per barrel, the latter 1d. per 70 lbs. Tea—large arrivals had checked sales, and a decline had been submitted to. Sugar—a larger business done at a decline of 6d. per cwt.

FRANCE.—French affairs continued to be the great subject of attention, but there were no fresh incidents of much importance. The vote of the army so far was reported as 65,000 in favour of Louis Napoleon, and 8,500 against him. No less than five more departments had been placed in a state of siege, but serious disturbances were few and of limited extent. The total number of arrests is stated at 1900. M. Thiers was again arrested and sent to the Frontier. Many of the members of the Mountain have fled the country. Girardin has resigned the editorship of *La Presse*, and is said to be going to the United States. In the Pinivre, the Socialists, during a short ascendancy, had burned registers and archives, and destroyed much property. Count De Chambord, Henry the Fifth, had an interview with Prince Schwartzenberg, at Vienna, but was told that Louis Napoleon must receive the countenance of all Monarchical Cabinets. Seventy-three newspapers had to be suspended through France. A letter from Jerome Buonaparte to the President advising moderation, and a genuine appeal to the people, was published. Several legions of the National Guards were disarmed for exhibiting disaffection.

A present of 8 horses from the Sultan, to the President, arrived at Marseilles, on the 9th inst.

The Departments of the Geiss, the Var, and the Lotet Garonne, are declared in a state of siege.

The *Moniteur* announces the loss of the army to be one officer, and 24 privates killed; and 17 officers, 167 privates wounded.

The accounts from Toulon, on the 8th Dec., state that news reached there from Draguiglan, that 2,000 insurgents, who were marching on that town, retreated, making some hundred Bourgeois and functionaries, with chains round their necks, march at their head. In a despatch from Lue, of Dec. 7th, is a regular sheet of advice, signed by the Provincial Directors, named by the Sovereign people.

The Minister of the Interior reports that the Insurgents have attacked the public Forces, and that a sanguinary collision ensued. They attacked and took two communes, which were afterwards taken from them by the troops. More than 4,000 insurgents have infested the Chef Lien Digue. The troops at Listion endeavoured to keep the citadel, defended by only 80 men. The municipal authorities were compelled to remain, and a Socialist Committee sat in the Hotel de Ville. The town had the appearance of a place taken by assault. The Government were preparing to repress the insurrection.

The Minister of War has addressed a despatch to the Generals of Corps. He orders that any one resisting shall be at once shot.

It is said that several officers of the National Guard of Paris tendered their resignation.

The *Constitutionnel* states on authority that the whole department of the Basses Alps is in the hands of the Royalists. This is an exaggeration intended to create alarm against the enemies of order and rouse its friends. It is learned from authentic sources that many of those communes are already free from the socialists.

Several distinguished members of the Legitimist and Orleanist parties sent in their adhesion to the Government.

On the appearance of a statement in a London Journal that the Prince DeJoinville and the Duke D'Aumale were about to place themselves at the head of a movement in France, a meeting of the Orleanist party was h ld, at which it was unanimously resolved to write to the Prince and declare they would not support any attempt to keep up a civil war.

SPAIN.—On receipt of the French news, circulars were sent to all the provincial governors recommending them to adopt measures for the maintenance of public order. A project for the construction of Railroads was submitted to the Chamber of Deputies.

ITALY.—A monument to Columbus is about to be erected in Genoa.

PRUSSIA.—The *coup* of the French President has met with much approval in the diplomatic and official circles: as soon as the change of Government in France is officially announced it will be recognised.

CAPE OF GOOD HOPE.—Advices from the Cape to the 4th of Nov. state that a severe chastisement had been inflicted on the enemy by the force under the command of General Somerset. The Kaffirs in Fish River Bush district had been repulsed in several skirmishes. In the Water Kloof the enemy was beaten back after several hours hard fighting and their camp destroyed. The British loss amounted to 40 killed and wounded. The number of Kaffirs killed is estimated at from 400 to 500.

Arrivals in Britain from St. John.—Nov. 24th—Edwin, at Maryport; 27th—Iowa, in the Clyde; 28th—Mary and Henry Holland, do; 29th—Alfred, at Berwick; Sterling, at Kirkaldy; Dec. 1st—Humber, at Grimsby; Atalanta, in the Clyde; Bloomer, at Liverpool; Flora, do.; 2d—Alexander, at Shields; Britannia, at Shields Bar; Royal William, at Carnarvon; 5th—Clara, at Clyde; 6th—Sedulous, at Aberdeen; 7th—Defender, at Falmouth; Elizabeth Holderness, at Hull; Mobile, at Liverpool; 8th—Paragon, at Grimsby; Edinburgh, at Liverpool; 9th—Cosmo, at Bristol; Anna Tift, at Gravesend; Commerce, at Gloucester; 10th—Lady Arabella, and Prince George, do.; Phœnix, at Liverpool; Camden, do.; Queen Pomare, do.; 11th—Conqueror, do.; Corib, at Galway; Arve, at Grimsby.

Arrived at Liverpool, Dec. 10th, ship Sir Harry Smith, from Quebec.—At Gloucester, Dec. 10th, Wm. Vail, from Quebec.—At Queenstown, Nov. 30th, ship Great Britain, Hare, Callao.

The Gilmour, of Bristol, from Quebec, was abandoned, 25th Nov., lon. 43,—master and six men drowned, mate and 12 men saved.

The Leander, from St. John for London, was fallen in with waterlogged and abandoned, Nov. 29th, lat. 49 north, lon. 32 west, by the Admiral, Crisp, arrived at Kings Road.

Dingle, Dec. 9th.—The Ben Nevis, from Quebec to Bristol, was wrecked this afternoon at Ballydarid Creek. Crew saved and cargo expected to be saved.

The Capitol at Washington on Fire!

WASHINGTON, 24th December, 10 A. M.—A fire was discovered in the Capitol at daylight this morning. The valuable Library is already consumed, and the building is still in flames.

Destruction of the Artillery Barracks, and Ordnance Stores at Quebec by Fire!

QUEBEC, Dec. 26.—The Royal Artillery Barracks and Ordnance Stores in Arsenal-street are burnt down. The fire was discovered about half-past three o'clock this morning, by the sentry at the lower gate of the Artillery Barracks, and shortly afterwards the flames burst out from one of the men's rooms opposite the guard room. The fire originated between the roof of No. 9 and floor of No. 5, and there was no getting at it sufficiently soon to arrest its progress. The most the men living in the rooms could do was to endeavour to save their effects, in which they but partially succeeded. Capt. Franklin's company are reported to have lost all besides what they had on their backs. Water could not be got—the well was dry,—the thermomether 24 below zero, and the engines were consequently useless. In this extremity, Col. Higgins ordered that part of the officers' quarters which adjoins the men's quarters to be blown up, by which the further progress of the flames in that direction was arrested. But they communicated to the extensiae Ordnance Stores in Arsenal-street, which in a few minutes were hopelessly on fire. To save as much of the ordnance property as possible, a gap was made near the centre of the building by gunpowder, which it is hoped will arrest the progress of the flames.

The loss must be heavy—some say over £200,000. The houses opposite suffered considerably by the concussions.

Postscript.—We learn that the Ordnance Building is now altogether on fire.

HALIFAX, Dec. 26.—The weather here has been unusually severe for the season. Scarcely any snow has fallen, but the winds are high and the air piercing.

Our Legislature is summoned again to meet for the despatch of business, on 29th January next.

A reconstruction of the Government is inevitable, the present does not satisfy even its friends.

MECHANICS' INSTITUTE.—On Monday evening last, George Blatch, Esq. favored the members of the Institute with an excellent and useful lecture on "The Advantages of Mental Cultivation." The lecture abounded with well selected examples of eminent men, who had risen to distinction in their several departments, by the cultivation of those talents which God had given them. With such a galaxy before them, our youth cannot fail to have their spirits aroused to take advantage of every privilege they possess, and press onward to that eminence which is within their grasp.—*Observer.*

The Rev. Mr. Wishart will repeat, by request, the lecture delivered by him on the 15th inst., on the interesting topic of "*The Female Sex*," many persons having been prevented on that occasion from being present on account of the weather.

MR. WISHART'S LECTURE.—The Rev. Mr. Wishart delivered another of his course of lectures last evening—the subject being "*The Influence of the Past.*"

After some prefatory matter, the lecturer went on to adduce the following principles in connection with his subject:—First, that where the civilization of a race is small, antiquity lies near to it. Second, that the tendency of the mind is to make of the past something very different from the present. Third, that the past is the region to which the mind of youth is more prone to repair than the mind of riper years. Fourth, the most practical minds do not evince a strong tendency in this direction. Fifth, it is a curious circumstance that the past often draws near to us in proportion as we recede from it in point of time. Sixth, it is perhaps worthy of remark, that the fondness of mankind for romantic composition, has led to much recent examination of the records of history. Seventh, the professional antiquarian is often an eccentric personage. Eighth, the past is much made use of in order to regulate the opinions of present times. The concluding topic turned on the fact that in new countries there is not much to attract the mind toward the past.

☞ In consequence of there being no service in Saint John's Church on Christmas Day, the collection for the poor will be made in that Church to-morrow morning.

As the season is unusually severe, and there is already much suffering, especially for want of fuel, it is hoped that a liberal contribution will be made on the occasion, to meet the numerous pressing applications for assistance. Next to cultivating a feeling of thankfulness for the comforts which we ourselves enjoy, we ought to feel for, and do what we can to relieve the distress of others. We should never forget that the poor are an ordinance of God, and that He enjoins it upon us a duty to give for the relief of their necessities, according as He hath prospered us. The true way of viewing the matter is, how would we wish them to act towards us, if they were in our condition, and we suffering for want of the necessaries of life?

It is to be feared there will be much destitution this winter. Those, therefore, that have the means, will have to *give freely* to relieve the prevailing distress.

To-morrow there will be service in Saint John's Church in the morning, and in Trinity Church in the afternoon and evening.

NEW VESSELS.—A fine large Ship of 1125 tons N.M., was launched on Wednesday last, from the yard of Messrs. Storm, & Johnston, the Builders, in Portland. She is a finely modelled and well built vessel. Another very handsome and substantial built vessel, called the *Australia*, was launched the same day, from the yard of Messsrs. McLauchlan & Stackhouse, the Builders, at Carleton. She measures 1170 tons N. M., and 1114 tons O. M., is owned by the builders, and intended for the Australian trade, having a complete second deck for carrying passengers, and a large poop of 117 tons. She is built and finished in the most thorough style, and will no doubt sustain the credit of her builders.

We noticed last week the launch of that beautiful ship, the *Falcon* built for Messrs. Gibbs, Bright, & Co., of Liverpool, by the Messrs. Olive, of Carleton, and intended also for the Australian trade. She measures 1106 tons N M. Her after Cabin is now fitting up in the most elegant style, with berths and other conveniences suitable for first class passengers. On the deck is a round house from the forecastle joining on to the poop, which is intended to be fitted up as a Cabin for second class passengers, while the third class passengers will be accommodated between decks. An inspection of this noble vessel, now lying at Pettingell's Slip, will well repay the trouble. She will be taken home by Capt. Leighton, formerly of the *Themis*.

INQUESTS.—An inquest was held before W. O. Smith and W. H. Needham, Esqs., on the 26th inst., on view of the body of Edward Martin, mason, a native of Halifax, N. S., who accidentaly fell from the Back of Peters' Wharf into Johnston's slip, on Wednesday afternoon. From the evidence it appeared that deceased struck his head against a scow in falling, and then fell into the water, from which he was immediately taken out dead. Verdict accordingly.—Also on view of the body of James Nelson, seaman, on board the brig *Zero*, which arrived from Providence, on Tuesday last, at which place he had shipped a few days since. From the evidence it appeared that he with the cook of the vessel had made a strong fire on going to bed on Thursday night, and shut the forecastle door. He was found dead at four o'clock from suffocation. The cook was taken out alive, but quite insensible, is now partially recovered and will no doubt be restored to health. Verdict of the jury—Died from suffocation.—*Freeman.*

On Saturday last, while the Pilot Schooner *Challenge* was coming up the harbour, an apprentice, belonging to Dublin, named John Ritson, was knocked overboard by the mainsail, and drowned.

It is feared that two men, named McWilliams and Power, were drowned in the Falls on Monday evening, when they left the Mills at Union Point, in a boat, to render assistance to a scow, and have not since been heard of.

REPORTING THE DEBATES.—We are gratified to learn that our Merchants and others, are making a spirited movement, in order to procure funds for the purpose of sending a Reporter to Fredericton, this Session, in order to furnish the City with the Legislative proceedings; and that Mr. ANGLIN (one of the best Reporters in the Province) will be the gentleman so deputed.—*News.*

KOSSUTH IN THE UNITED STATES.—The expectations of Kossuth from the people of the United States, are beginning to startle the more reflecting of our Western neighbours a little. In his address to the members of the New-York Press, he appears to have developed a little more fully than in his former speeches, the extent of the revolutionary enterprise in which he is engaged, and in which he is soliciting co-operation. He declares his cause to be that of oppressed humanity on the European continent—the cause not only of Hungary, but of Germany, of Italy and of the French nation. It is in aid of the people of all these countries, in the struggle in which they are preparing to engage with their governments, that he thus openly and urgently solicits the United States to embark with him, by a speedy acknowledgment of Hungarian independence, and an immediate advance of pecuniary means.

The editors of several of the leading Boston papers strongly oppose the proceedings to which the desires of Kossuth, as expressed at the "Press" dinner, would naturally lead. And the necessity of their doing so was subsequently made more apparent by a speech delivered at an entertainment given to the Magyar chief by the members of the New-York Bar, wherein he plainly stated that the measures he proposed would lead, on the part of the United States, to war with Russia, or to degradation!—The following are Kossuth's own words:—

"But I may be answered—'Well, if we (the United States) make such a declaration of non-admission of the interference of Russia in Hungary, (because that is the practical meaning of the word, I will not deny,) and Russia will not respect our declaration, then we might have to go to war.' And there is the rub. Well, I am not the man to decline the consequences of my principles. I will not steal into your sympathy by slippery evasion. Yes, gentlemen, I confess, should Russia not respect such a declaration of your country, then you are obliged—literally obliged to go to war, or else be prepared to be degraded before mankind from your dignity. Yes—I confess that would be the case."

At a subsequent stage of the proceedings, when Judge Duer, in responding to a toast, stated, that "to prevent misconstruction on his own behalf as well as that of a large number of his brethren of the Bench and the Bar,—that he must not be understood as assenting to the sentiments our guest has submitted in regard to the policy of our government," he was received with loud cries of "We do"—"we do"—"Kossuth's right"—and other such expressions, which led to much confusion. Kossuth subsequently addressed the meeting, and feigned much surprise that because he was a guest, any one should have dissented from his "humble propositions."

A copy of the resolution of welcome passed by Congress, was handed to Kossuth at New-York on Friday, by the Chief Clerk of the Department of State, accompanied by a letter from Webster offering to introduce him to the President Kossuth said that he felt highly honored to receive this mark of attention from the Congress of the United States; that it was the chief honor of his life, and should be preserved as the most signal of all distinctions that could be conferred on an individual, and that he should repair to Washington, after visiting Philadelphia and Baltimore, to express his gratitude to the Government and Congress.

CONGRESS.—On the 17th inst., Mr. Walker