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CHOICE SELECTIONS.

From Sartain's Union Magazine.
THE SMUGGLER,
OR HUMPHREY JACKMAN'S LAST
TRIP.

BY REV. J. ABBOTT.

In the month of January eighteen hundred and — (no matter about the exact year, towards the close of a splendid Canadian winter's day, two men, dressed in the unpretending *cote-de-pays*, were returning homeward from their daily labor. They had been cutting and heaving timber for a dwelling house, which was to be erected in the following spring on an extensive clearing that had recently been made upon a new farm.

From the general appearance of the more prominent figure of these two men, he might have seen fifty years or more. His stature, though somewhat lessened by a slight stoop, was above the ordinary scale. He stood, when straightened up, full six feet two in his stocking feet. His broad shoulders—his long and brawny arms—his muscular neck, revealed by the loose collar of his red flannel shirt, gave promise of more than common strength; while the bold outline of his high and noble forehead, and the decisive cast of his countenance, together with a quick, unquailing, and penetrating eye, were unmistakable tokens of an active and powerful mind, well suited for the all but Herculean frame under its influence and command.

The other, in whom might be traced some slight resemblance to his companion, was a young man of three or four and twenty years of age, with nothing, either in his figure or bearing, worth notice, save and except a pleasing and rather interesting expression in his features, increased if not created by a shade of melancholy which seemed to have settled upon them, the cause of which would be developed in the course of my tale.

"So Frank," said the elder of the two, whom I shall call Harry Jackman, "when this cage is made," (the new house,) "you'll have some pretty bird ready to put into it, I suppose, eh?"

"O yes!" was the ready but by no means unembarrassed reply, "little Nelly is to keep house for me—it's all settled." Little Nelly was his youngest and favorite sister.

"Stuff—nonsense!" exclaimed his companion. "What's to become of Fanny Reynolds? You maybe thought that I didn't know all about it?"

"No more you do, uncle," returned his companion; and then went on to explain how that the old man would not give his consent until he had got his house furnished, and paid off the two instalments still due upon his farm; "although Fanny thinks," he added, "that her father would pay one of them himself if I would make out the other, and she and her mother would manage about the principal part of the furniture; indeed she's got bedding and table linen, and I don't know what besides of her own already, enough to furnish two houses such as we want."

"So then, Frank, this is the trouble that has been making you look so down this while back? but why not tell me before? eh, lad?"

"Well, uncle, they say old folks don't feel us young people in a scrape of this kind, and so we tho't it best to keep it to ourselves and work it out in time. It would take a couple of years, perhaps, and Fanny has consented to wait; but the old man wants her to wed that fellow Ned Warsaw, and besides—"

"In short, I don't know what to do." "O, we'll manage it, never fear, boy. And as you cannot get the girl without the cash, why I must just make one more trip, that's all, although I did think never to make another. Smuggling! the old man continued, as if thinking aloud, "I don't like it—it's not right, and yet there's no very great harm in it after all, and every body practices it when an opportunity offers—so I'll try it once more."

"Then let me go with you," said Frank eagerly, "and if you have luck, uncle, you'll make two people happy."

"Say three, boy, say three; and as it's the last trip I'll ever make, you shall go with me, and with such ice as we now have, there's no time to be lost. So start for O—tomorrow morning—hire a man to take you across; get your eye on a couple of teams, and wait at Hiram Brown's, till I come over to you."

With many expression of the deepest gratitude Frank Her is parted from his uncle that night; and the old man turned into his warm bed muttering sundry ejaculations anything but complimentary to those setting themselves against his nephew's "love scrape," as he called it—intermingled with an occasional groan at the length of time the old woman took to arrange her domestic affairs, preparatory to resigning herself to the arms of Morpheus and the hardy old smuggler Humphrey Jackman.

While leaving the worthy people to their repose, we will take a passing glance at the different localities, few though they be, with which my tale is concerned. This is the more necessary, as without some such explanatory observations, the old smuggler's movements could not be well understood.

Humphrey Jackman's farm, or rather his nephew's, which was close by it, on which they had been at work, as already stated, was situated on the Canada side of the St. Lawrence, some twenty miles away from it in the back woods. The road leading to it branched off at a right angle from the front or river road about six miles above the then flourishing town of P—, after running about ten miles back, was crossed by another, and a tavern had been set up there called the "Four Corners," a name which was commonly abbreviated into "the Corners."

Opposite the small town of P—, on the Canada side of the river, was the much larger town of O—, on the United States' side. The locale of my story being in that section of the country where the great St. Lawrence forms the line of separation between the contiguous territories of the British and American governments—a space, as the intelligent reader will be aware, not much exceeding a hundred miles in length.

Between these two towns—in consequence of the facilities of communication with each other, afforded in summer by the stillness of water, and by the ice in winter—a considerable contraband trade has always been and is still carried on, with great fluctuations, certainly owing to the changes in the tariff of duties established by the respective governments, and the smugglers are found accordingly to belong to each of these towns by turns.

At the period to which my tale refers, there was a heavy duty on the importation of tea into Canada, which doubled the price at which it could be procured in the States, hence the temptation on the part of the Canadians, to smuggle it across the lines.

The town of O—, in the United States, was consequently the place to which Humphrey Jackman had determined to make his last smuggling trip, and had accordingly directed his nephew to proceed thither, as has been already stated, in order to aid him in bringing it to a successful issue. The result of his adventurous undertaking must be left for the sequel to develop.

Two days after the conversation already recorded, between the uncle and nephew, concerning the "love scrape" of the latter, the burly and stalwart smuggler, Humphrey Jackman, might have been seen at a store in the town of O—, busily engaged in carrying out bags, the contents of which would be easily guessed at by the initiated, but which every body else would suppose to be filled with grain. His nephew, as he called him, was there too, aiding and assisting in loading with these bags, two double sleighs at the door, to each of which a span of *leggy* horses were harnessed.

A light load of ten hundred each—designedly light, for a span of horses, in case they might have to run for it, was soon completed; bonds or notes, with satisfactory endorser's, were signed, to secure the payment for the same, and all was ready for a start.

"Now, Frank," said the old man, "take your teams to Hiram Brown's shed, and give them a good feed, and start off exactly two hours from this—now mind the time," he added, emphatically, "everything depends on this. I have given the rascally officers a hint of what I am up to, and I therefore expect to have a tussle with him; but he won't trouble you, so good bye, and see to your teams, and Fanny will be yours yet, my boy, or my name's not Humphrey Jackman."

So saying he walked off, and in another hour was trotting quietly along the icy road across the river, in the clear moonlight, his sleigh, apparently loaded heavily with bags, was drawn by a span of powerful-looking grays, and he was whistling unconsciously as he jugged along, as if nothing of any material consequence depended upon his exertions and ingenuity.

We must now take the reader back to the other side of the river, to see what was going on at the town of P—, where Humphrey Jackman's trip and the object of it had evidently got wind, and accordingly preparations had been made with the utmost care and precaution, for the reception on his return of the greatest smuggler the St. Lawrence had ever borne on its bosom.

Close under the shade of the wharf, a little higher up than where the road crossed the river, was a "light cutter" with two persons in it—the excise officer himself and a sturdy looking Irishman, of great muscular power, who had apparently been selected for his strength alone. This man formed a striking contrast to the crafty-looking little man beside him. But differing as they did in those physical qualifications, essentially necessary in such an encounter as they anticipated, two more fit and formidable antagonists for Uncle Humphrey, as the smuggler was familiarly designated, could hardly have been found in the whole of that neighborhood.

There was the head to plan, and well instructed it was in all the tricks and doubtless practised by the contraband traders; and there was a hand and a powerful one it was, to execute.

Two double sleighs were stationed, one on the ice below the cross-road, and the other on the shore, in the street leading up from the wharf into the town. Each sleigh had its two men and a driver. The whole party, wrapped in shawls and furs, still and silent as the grave, were patiently awaiting the return of the stout and stalwart smuggler.

"Hisi! I hear him," said the officer, "that must be the creaking of his runners on the snow this cold night; and, after listening a moment longer, to make certainty doubly sure, he added, addressing his companion more directly, "now Tom, mind and have your hands about you."

"Divil a fear, your honor," was the curt and ready reply; "his capers won't be no use to the villain, an' Tim Machon once gets a grip on him."

"There! sure enough, was the smuggler. He was coming steadily along at a brisk trot, and had arrived within fifty yards of the party, without apparently being aware of the danger he was running into.

He reached the road branching off up the river, into which he half turned his horses, and then suddenly pulled up as if for the purpose of reconnoitering, for he seemed earnestly to peer into the dark shadows of the wharves and houses before him.

There was a death-like pause, of intense interest, when the smuggler, as if the dark outline of some indefinable object caught his eye and awakened his suspicions, moved on a few paces further up the road, until he was nearly abreast of the officer, when he again brought his team to a stand-still.

As he did so, the excise man, fearing his prey, which he now considered within his grasp, would get beyond his reach darted out of his hiding-place, and made a dash at him, shouting at the same time—

"After him, my men! now's your time and we have him!"

"More easily said than done," coolly retorted the smuggler, as he triumphantly cracked his whip over his gallant grays as if in defiance of the threatened danger, when they started off up the river at a pace which for some time at least, kept his pursuers at a respectful distance.

On they went, the law breaker and the law defenders, and a goodly race it was, and for a goodly stake too.—Uncle Humphrey's team was fanned throughout all that country-side, for speed and bottom, and the excise-man had taken pains to secure for that express occasion the swiftest horse he could obtain in all P—.

On they went at a fiery gallop.—The smuggler and the cutter having distanced the other sleighs had the race all to themselves; but after a mile or so, the weight of the smuggler's load, or the superior bottom of the excise-man's horse began to tell, for the distance between them was rapidly decreasing, and anon the cutter got close up to the sleigh, when the officer called upon Humphrey to stop; but he only answered by applying the whip to his horses and giving them an exclamation of encouragement.

Perceiving that it was the smuggler's determination to persist to the last, the officer urged his horse to his utmost speed and succeeded in getting abreast of the old man, but the latter even then, when his adversary was at his side, did not even take the slightest notice of him, but pushed on without once looking round him.

"Now, Tom!" whispered the officer to his companion, "now's your time; and the man making a spring out of the cutter threw himself on the loaded sleigh behind the smuggler, shouting as he did so—'Hurrah! now we have him!'"

But his triumph was short. Old Humphrey was roused at last. Now was the time for action and well did he use it. Dropping his reins upon the lead and turning half round, but without stopping his horses or slackening their speed, as the Irishman sprang at him, he bent his head without rising, and seizing him with both arms around the legs, he jerked him over the side of the sleigh head foremost upon the glare ice, with such violence as to render him completely senseless. Then raising his heavy whip he struck the officer's horse, which had fallen slightly behind, such a blow on the head as prostrated him beside the discomfited Irishman.

Almost frantic with the excitement of the chase, and enraged at his disappointment in thus losing his prey when he had him all but within his grasp, the excise man got up his horse as soon as possible and again started in pursuit of the smuggler, leaving his man to be picked up by the other sleighs as they came along after him. He soon overtook him, but having now attained the land where the road was narrow and the snow deep, it was almost impossible to pass or even get abreast of him; and old Humphrey, being aware of this, had slackened his pace to a good round trot.

Again the officer hailed him to stop, but no notice whatever was taken of the summons; and exasperated by the pertinacity of the smuggler, he, as a last resort, drew a pistol from his pocket, and told him to stop or he would bring him up with vengeance. But Humphrey Jackman was not the man to be intimidated by such a threat.

"You know me," said he, turning round at last to confront his pursuer, "and if you shoot a horse of mine, why I am counting a pretty good shot out our way; and if you want to speak to me," he continued, "I am going to pull up at the 'Corners,' five miles on, and no man living shall stop me before that."

So saying, he turned on his load, and did not even deign to look at his antagonist for a moment to see in what manner his very significant speech had been received.

Twice did the angry and baffled officer raise the deadly weapon and cover the flank of one of the smuggler's grays, when he got a fair sight at a turn in the road. But Humphrey Jackman was known to be a daring and determined man; and now that the stake was great and his blood was up, there was no saying to what length his passions might carry him; so thinking that it was more prudent to wait till they should reach the 'Corners,' he showed no further disposition to arrest his progress.

By the time they arrived at the tavern, the party had been increased by the coming up of the two sleighs which had been left far behind at the headlong commencement of the chase but had overtaken them owing to the more moderate pace at which, for the last five or six miles, they had been travelling.

The whole party simultaneously broke out into loud and triumphant exclamations as they saw the hitherto indomitable smuggler give up the contest without another effort, and drive quietly into the shed.

The officer proceeded instantly to make a formal seizure in the King's name, of the team and load; he had been too well informed of the nature of its contents to think for a moment of examining it; while Humphrey was coolly busying himself in fastening his horses and providing them with a little hay and warm covering. The latter from their heated state was much needed. He did not utter a single word, till one of the men, clapping him on the back, jeeringly said to him, "Well uncle, when are you going to give us another chance like this?"

"Better see," he replied, as he turned with an ambiguous and contemptuous smile towards his load; "better see what you have got this time lad."

"What's that?" exclaimed the officer, his suspicions, already aroused by the apathy and unconcerned air and manner of the smuggler, becoming all but confirmed by his sneering and contemptuous remark; and springing to the sleigh, he tore open the first bag he could get hold of, and thrusting in his hand, but instantly drew it out again with a deep oath.

Uncle Humphrey laughed outright at the rage and disappointment of the keen and cunning little officer, the more especially when he heard him exclaim to his companions—

"By heavens, men, we are none, with a vengeance! here is nothing but chopped straw! But empty all the bags," he continued, "and see if there be nothing else in them."

The bags were instantly thrown out of the sleigh and emptied on the snow; but not a grain of the contraband article was there. The officer and men looked at one another for an instant with blank countenances. At length one of them remarked, "that he would have other teams coming on with the tea, and they had better hasten back as quickly as possible."

"Old Humphrey is not the man to make such a blunder," replied the officer, "as to leave us a single chance now of finding his tea. No, no! I'll warrant you it's as safe by this time as the most secret recesses in some of the most respectable merchants' stores in P— can make it."

No wonder, by the way, that a poor, ignorant, half-educated man, like Uncle Humphrey Jackman, or a common, laboring farmer, young and inexperienced, like his nephew, Frank Harris, should think lightly of the crime of smuggling, or hardly consider it a crime at all, when square Higgins himself, a magistrate and a church warden,—and Major MacPhaul, looking forward to the command of the 2d Battalion of Militia, and an Elder besides,—and Fairbrothers & Co., one of the leading partners in which firm was a class-leader—I say, when such men as these, the first merchants in the town of P—, had, without a blush on their self-satisfied countenances, or a stain upon their fair fame, become *particeps criminis* with the smuggler, by purchasing his contraband

goods at a cheaper rate than they could have got them elsewhere, and thereby also becoming partakers of the smugglers' profits, as they certainly had an undoubted right to do. Honor among thieves!

The officer knew all this, as well as the reader knows it now, so that he was not libelling the old hardened hypocrites, when he said what he did about the tea being safe in their stores. There was no harm, however, in according to his man's suggestion—they had to return at any rate; so, leaving old Humphrey to gather up his empty bags, he turned his horse, and followed by the two sleighs, drove rapidly back in the direction of P—; and when they got there, the whole town was in the most perfect repose, and not a trace of the tea was to be found.

Frank Harris went to bed that night with a lighter heart than had been his for many a long and weary day.

Not so with the uncle. He had been an habitual smuggler, it is true, in his younger days, but had long ago given it up, not from a thorough conviction of its criminality; that had yet to be effected by a simple country girl, despite the influential example of magistrates, church-wardens, elders and class-leaders; but from a belief, rather ill-defined than otherwise; that although not *very wrong*, it was not exactly *right*.—These misgivings,—which have before been adverted to, notwithstanding the success of his present adventure, and his triumph over the excise officer, still more consoling,—made his pillow an uneasy one, and kept him awake for more than half the remaining portion of that eventful night, and he resolved once more never to engage in smuggling again.

A certain place is said to be paved with good resolutions; and although some remains of one of Uncle Humphrey's may be found there, not entirely obliterated by his nephew's distress, yet, I defy the utmost malignity of the dark spirit itself, that presides over it, to point out the other.

The young man's reflections, when he awoke in the morning, with the bright sun shining through his bedroom window full upon his face, were very similar to those of his uncle. One and both had been hurried, as it were, into the act by a single and all-absorbing consideration—the relief of his distressing exigencies. If they had been unfortunate in their enterprise, ten to one they had ever tho't of any thing but their failure; but success led to reflection, and reflection—through the instrumentality of Fanny Reynolds, who had been brought up under the advantage, the inestimable advantage of a pious mother's instructions—led to conviction; but we are anticipating.

The proceeds of Humphrey Jackman's last trip proved to be more abundant than even the sanguine hopes of the young man had anticipated; and before a month had elapsed a large and merry party were assembled to celebrate the nuptials of Frank Harris and the girl of his heart.

Were my tale a mere fiction, the wedding would be its natural and appropriate conclusion; but truth compels me to add, that both uncle and nephew, although their object had been accomplished, were any thing but satisfied with their conduct in this nefarious transaction.

It's not right, Frank! it's not right! the old man would shake his head and say to his nephew, when they were working together in the field by themselves, "I had been frequently guilty of smuggling before," he would add, on such occasions, "but they seized a pair of horses of mine, worth as much or more than all I'd made, and my conscience cried quits with them, and I gave it up; but this last offence—I'm not easy in my mind about it—Frank, I cannot sleep o' nights for thinking on't. It's the devil's wages, Frank, and can never come to good."

Frank's feelings were an exact transcript of his uncle's; but what could he do—make restitution?—The money was used and not at his command. He tried to borrow it on a mortgage on his farm, but could not succeed. At length some three or four years afterwards, his wife's father died, and left him ample means to make restitution, and he did make it, with interest thereon, to the utter astonishment of their bewildered friend, the collector of customs and to the infinite joy and satisfaction of his good old uncle.

The events in this little history

occurred many long years ago; but at the time I am writing, Humphrey Jackman is still living in the enjoyment of a hale old age, and may be seen any gold winter evening by the fireside of his nephew, with three or four rosy little cherubs, clinging about his knees, and highly honored and loved is the old man, as the author of all the domestic enjoyment of that now happy family. But not a word has ever been whispered, nor perhaps ever will be, and it is just as well that it should not, concerning Humphrey Jackman's "last trip."

The following statement of the earnings of and disbursements for operating the Atlantic & St. Lawrence Railroad for the 6 months ending Dec. 31st is compiled from the official records of the corporation by a person who is perfectly reliable for his accuracy in such matters, and is therefore entitled to full confidence.

The favorable exhibit will be perceived with pleasure by all the friends of this enterprise, who will also be glad to learn that the extension of the Road is progressing rapidly, and that the road will be opened a further distance of 22 1/2 miles from South Paris in a few days.

Atlantic & St. Lawrence Railroad.

The receipts of this Road for the six months commencing July 1, 1850, and ending December 31, show a very favorable result, and are as follows:

From passengers,	\$16,676 43
From freight,	30,508 41
For mail service,	1,628 50
For rents,	3,765 12
Total,	52,580 46

The disbursements for operating the road for the above six months

	\$30,258 21
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Net earnings for the six months ending December 31, 1850,

	\$22,322 25
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It will be recollected that the above receipts are from operating the road from Portland to South Paris, a distance of 47 1/2 miles, which is as far as the road has been opened. The road will be opened in a few days from South Paris to Bethel, a further distance of 22 1/2 miles. The whole cost of the road from Portland to South Paris, including equipment and cost of its extensive depot grounds, wharves and stores, &c. in Portland, is \$1,521,616 96, which it will be seen gives to the Stockholders on the investment for the last six months net earnings of 4 per cent. or at the rate of 8 per cent. annually. This result has greatly exceeded the expectations of the most sanguine friends of the road. There has been a gradual increase of the business of the road since it was opened, and there is no reason to doubt a continued and large increase of its business and receipts.—Portland Advertiser.

European and North American Railway in New Brunswick.

Telegraphic dispatches from St. John and Fredericton received on Saturday evening announce the passage of the bill in regard to the European and North American Railway, through the Assembly on Tuesday last. The bill gives authority for the amalgamation of the company with companies under the same name in Maine and Nova Scotia. The facility bill, similar in its terms to the Canadian law, guaranteeing the interest on half the cost of the road, has been introduced as a government measure, and is sure to pass.—Portland Advertiser.

Nova Scotia.—A bill has been introduced into the House of Assembly in Nova Scotia for incorporating the European and North American Railway in that Province. The consideration of the bill by unanimous consent, was postponed till after advices from the Hon. Mr. Howe, now in England, expected by the Steamer Europa, to sail on the 15th instant.

In the event of the failure of Mr. Howe to obtain the direct assistance of the British Government, it is proposed to adopt in Nova Scotia, the same policy as in New Brunswick, and carry out the plan of the Portland Convention.

We learn that the attempt on the part of House and the present Ministry in Nova Scotia, to make the road in that Province as a Government measure, was in opposition to the opinions of a majority of the Executive Committee, and that no confidence has ever been entertained by them in the success of Mr. Howe's mission, if he sought to obtain direct assistance from the British Government. By adopting the policy of Canada, which has been favorably received by the British Government, it is believed that the road can be carried successfully through.—lb.

Quick Voyage round the World.—The Honquin, which arrived at New York on the evening of the 19th

inst., is reported having made the passage from Shanghai in 55 days—the shortest on record. The Honquin left New York for San Francisco on the 11th March—was 6 weeks there, and has made the voyage round the world in 11 months and 5 days.

Golden Straw Wheat.—(Published by authority of the Board of Agriculture, Halifax Nova Scotia.) We have much pleasure in publishing the following authenticated statement of the productive and sale qualities of the "Golden Straw" Wheat: The variety of early wheat was imported from the United States and sown in Windsor by Mr. James O'Brien, shortly after the first attempt of the Wheat fly. It did not arrive in Windsor till late in the season, consequently no correct opinion could be formed of its properties, though its luxuriant growth attracted general attention; it matured sufficiently for seed, and the following year several farmers who had formed a correct opinion of its early and productive qualities, procured samples and sowed them about the 10th of June,—thereby escaping the season of the fly's existence. The straw being of a compact texture, and covered with a glazed cuticle, is impervious to moisture, consequently resists the rust, to which late sowings of soft-strawed wheats are so liable. It is more productive than the Black Oat Wheat, and rather earlier. The following returns obtained in the golden strawed wheat give evidence of its productiveness this season. In one instance, it yielded 22 bushels after 1 bushel sown; another instance gave 17 to 1; and a third gave 14 to 1; all of excellent quality, weighing in some instances 64 lbs. per bushel. Our informant, who is a judicious farmer, says:—

"In cultivating the Golden Strawed Wheat, we have nothing to fear from the fly if we sow during the first week in June; the crop requires only three months propitious weather to mature it." And he adds: "had we adopted this variety, and understood the theory of late sowing in time, we would long ago have starved out the fly, in place of being starved out by it."

This subject ought to engage the attention of our local Societies, and if they manifest a disposition to introduce this valuable variety of wheat more generally, we shall lend our assistance in procuring seed. J. IRONS, Sec. C. B. A. Halifax, Jan. 1851. —Halifax Recorder.

Halifax, Jan. 1851. —Halifax Recorder.

Naval Courtesy.—The following, received on the 18th instant, at the Post Office Department from the General Post Office of Great Britain, exhibits a very liberal and friendly spirit on the part of the British Government. Their prompt courtesy in forwarding the mails of the Atlantic by their own contract packet Africa, creating the United States with the sea-postage, deserves a kind and cordial acknowledgment.

General Post Office, London, Jan. 1851.

Sir.—You will be glad to learn that the United States contract packet Africa, which left Liverpool on the 29th Dec last, with the mails for New York, having met with an accident to her machinery, was obliged, when within twelve hundred miles of New York, to return and put into Cork harbor, where she arrived on the 12th instant.

The Postmaster General, on being made acquainted with the circumstances, immediately gave directions to the Postmaster of Liverpool to forward the mails which were on board the Africa by the British contract packet Africa, appointed to sail for New York on the first February; and his Lordship, feeling assured that you would have adopted a like liberal course toward this department under similar circumstances, has ordered that the mails shall be sent in their present state, with the amount of sea-postage chargeable upon the letters credited to the United States Post Office, as if the mails had been conveyed to their destined port by an United States packet.

It is understood that the Steamer Cambria will be despatched from Cork on Thursday, the 4th prox., with the cargo of the Atlantic, and orders have been given that a ship-letter mail may be forwarded by such vessel.

I have the honor to be, sir, your obedient humble servant. (Signed) W. L. Mendenhall, General of the United States. —Washington Signal Republic.

A Daring Robbery.—The Jewelry establishment of Mr. J. A. Hardy of Bradford village, was entered by boring and cutting through the door panel, on Friday night last, and watches and other jewelry to the value of from five hundred to one thousand dollars taken therefrom.—One hundred dollars reward is offered for the apprehension of the rob-

ber and recovery of the stolen goods.—Aurora.

Chelton Jail Break.—On Saturday night last, Henry Case and John W. Ross, prisoners escaped from Orange County Jail. Case is about 23 years old, and Ross, 18. Fifty dollars reward is offered for the apprehension of the prisoners, or twenty-five dollars for each.—Aurora.

Railroads.—When the Railroad now in process of construction shall be completed, there will be 26,428 miles of Railroad in Europe and the United States, costing two thousand five hundred millions of dollars.—This will all have been built within a quarter of a century from the time of the construction of the first Railroad.

What Railroads do for Land.—The Wheeling Times says, that the land along the line of the Baltimore and Ohio Railroad in Virginia, has increased, in the average, 300 per cent., and the amount of land now being prepared for cultivation is greater than ever cultivated before.

A farm in West Zanesville, which had been offered for \$12,000, has since the Railroad was located along its borders, been sold for \$20,000. In Newark, O., a tavern stand which had rented for \$400, on the completion of the Railroad, rented for \$1500.

Counterfeiters Arrested.—Milo Wallace and a man named Smith have been arrested in Manchester, N. H., for passing several counterfeit \$5 bills of the Cohasset Bank, Boston. When arrested \$385 in counterfeit bills upon this bank were found upon them. The paper of the counterfeit is lighter than the genuine; the engraving is imperfect, especially the letter S in the word Boston.—lb.

No Popery.—The Queen on her way to open Parliament, was greeted by a perfect roar, from the crowding thousands along the streets of London—"No Popery! No Popery!"

A man named Day and a married woman with whom he was eloping from New City, Mass. were arrested at Keene, N. H. on the morning after their arrival, at the hotel there. She left a husband and children at Holyoke, and he has three children in New York. The woman said they couldn't kill her for what she had done.

San Francisco.—San Francisco is said to have a population over 35,000. It already has seven daily papers, eight express companies, eight or ten first-class hotels, and one hundred and seven miles of streets laid out—one quarter of which is built upon and occupied, and over seven miles of it is substantially planked.

Tennyson, the poet, is described as being a great smoker, carrying a German pipe with him when he walks out, very negligent of his personal appearance, with the wildest hair of any mortal man, and usually wearing a dirty shirt collar.

Novelty of Silver.—The export of specie from the port of New York for the two weeks ending Saturday last, was \$777,000, of which \$315,000 were in silver coins. 44 American half dollars alone, \$218,811 were exported.

In Russia, the candles used in the mines are made of tallow mixed with charcoal dust (or powdered charcoal) which is found to increase the intensity of the light. Let some of our charcoal-burners try the mixture.

There are on the Alleghany River 62 charcoal blast furnaces, whose annual product amounts in the aggregate to \$1,000,000.

The city of Concepcion, in Chili, has again been destroyed by an earthquake.

Flax Cotton.—We have seen a sample of yarn spun by Messrs Bright and Brothers, of Rochdale, which seems to us more promising than any previously produced from mixed flax and cotton. It is mule yarn, apparently about No. 16, and is stated to be produced from four parts flax and one cotton. It is good strong, useful yarn, somewhat rough and uneven, but if it can be produced as stated to us, at 2d per lb. under the price of cotton yarn, it is likely to come into extensive use. Of course, we cannot say how far cloth made from it could be dyed a uniform color; that must be determined by experiment.—Manchester paper.

Professor Newman says, that it is a mathematical certainty, that if the existing population of the world were to increase for about eleven or twelve centuries, at the same rate as the British population has done for some time past, no room would be left on the solid earth for men, women and children to stand upon, allowing only a square foot for each.

The following is one of the resolutions adopted at an anti-slavery meeting in New York: Resolved, That God willed us free—man willed us slaves. We will as God will, God's will be done.

THE JOURNAL.

STANSTEAD, MARCH 6, 1851.

Take Notice. We are obliged to request those who owe us, whose accounts are of more than a year's standing, to make immediate payment. We have many prompt paying subscribers, but still there are many in arrears, and as we need the money, and value their favor, we must exert them to make short accounts.—Remittances may be made by mail at our risk. March 5th, 1851.

The Post Office. We take pleasure in informing our readers that the new Postal arrangements take effect on the 5th of April next. A Canada Gazette extra contains an official Proclamation to this effect, and also the appointment of Hon. Jas. Morris Postmaster General and a member of the Executive Council. We are happy to announce so important a change. The people of Canada have long borne a heavy burden under the present exorbitant rates of postage.

We have heretofore shown the advantages to be derived by connecting the Montreal and Portland line of Railway at some point west of the surveyed route, opening up, as it would, a tract of country unrivalled for agricultural and manufacturing purposes, by any other portion of Lower Canada or Northern Vermont.

We now propose to give, from such imperfect data as we have, some statistics in corroboration of this position. It must be borne in mind that what ever has been accomplished in this section of country, is attributable, first, to the native excellence of the soil; and secondly, to the industry, energy and perseverance of its inhabitants. Situated remotely from commercial marts, nature has provided no natural means for rapid and cheap communication. However excellent then the soil, or enterprising the people, the extent of their operations are, perforce, confined almost entirely to the mere supplying of their wants.—Unable to obtain a cash market, producers limit the extent of their operations to the home demand. Notwithstanding this state of affairs, however, there are gratifying evidences that the country possesses the requisite qualifications to make itself prosperous.

Within an area of five miles from Derby Line, in Derby and Stanstead, there are now 15 Stores for the sale of goods and merchandise of all descriptions.

There are 8 lines of Stages running to Stanstead—three of them dailies—carrying on an average, 20 passengers daily.

There are tanneries, manufactories of cloth, iron, furniture, &c. &c., sufficient to supply the demand.

Boots and Shoes are manufactured to a considerable extent for other markets.

An estimate of the freight and business of those portions of the Counties of Stanstead and Orleans which would be best accommodated by the proposed connection, cannot be accurately given. A writer in the Ingersburg Gazette, computes the amount of merchandise annually brought into that County at 500 tons. This is evidently wide of the mark. One teaming concern alone annually delivers more than 500 tons of merchandise at Derby Line. We think it will be a safe estimate to call the freight into the country 1000 tons. Of the amount of produce now finding its way out through various channels, the greater part would find its way to the stations of a road running through the heart of the country.—Were full statistics of the cattle, horses, pork, iron, lumber, cheese, &c. &c. to be obtained, we should be surprised at the amount. It would probably be a safe estimate to call the export trade of the two counties \$1,000,000 at the present time.

We have thus referred to the present undeveloped trade and resources of this country more to show its capacity for producing than to boast of its present condition. If we are able to make so fair a showing now, who can predict the amount of increased production under the stimulus of an enterprise which will bring a cash market to our very doors! Our present resources—although worthy of attention from the Railroad Companies referred to in locating their road—are but a tithe of what they would be with a railroad through our midst, connecting us with all the markets of this Province and the United States, and with the sea-board.

The influence of Railroads upon the population of a country is worthy of note. Let any man in this part of the country who has arrived at 30 years of age, look about him and inquire where are the mates of his boyhood! The answer, in too many cases is, "gone West!"—"gone South!"—"gone to California!" The same was equally true of Massachusetts before that State became a network of Railroads. Massachusetts Yankees were the traders, and editors, and lawyers, and jacks-at-all-trades as a "down east" man would say, of the "hull universal creation" and a part of Texas. How is it now! The last census, just taken, shows that Massachusetts has increased her population since 1840, on a handsome ratio, while some of the other Eastern States with a better soil, but with few railroad facilities, have fallen behind the number in 1840. What was true of Massachusetts, is also true of Vermont and the Eastern Townships. Much of our best blood, bone and muscle—aye, and intellect,—has gone to build up the young giant empire of the West, and carve out for themselves names and fortunes in a country where labor is capital.

Facts are abundant to show that the effect of railroads and other kindred enterprises, is to give activity to all branches of productive industry.—opening new channels for

enterprise and improvement, and consequently increasing the population and wealth of the country.

THE SPIRIT RAPPERS.—A communication appears in the last number of the N. Y. Tribune, in which the writer—Charles H. Lee, M. D. of Buffalo—states that he has discovered the means used by the Rochester "knockers" to produce the sounds. He states that on the 18th of February, himself and others accepted an invitation from two of the Fox family to visit them, for the purpose of testing the matter. Some eight or ten individuals, including three female friends of Mrs. Fish and Miss Fox, were present. After the preliminaries were arranged, the question was asked whether the "spirits" would communicate! which was answered by successive raps. "Mrs. Fish and Miss Fox were requested to be seated on chairs, their limbs extended and their heels resting on cushions.—While thus seated, more than fifty minutes elapsed, during which no raps were heard, though the "spirits" were urged and called upon by Mrs. F. to "manifest" themselves.—A part of this time, Miss Fox was allowed to seat herself on the sofa, her limbs and feet resting on the cushions of the same. No sounds having been heard, it was suggested that the ladies be allowed to take any position they pleased, and see if any raps were then heard. Accordingly they seated themselves on the sofa, their feet resting on the floor, when immediately a loud succession of "raps" followed, and continued for several minutes. We then proposed to try another test; so, seating ourselves before the ladies, we grasped each of their knees firmly, so as to prevent any lateral movement of the bones; the raps immediately ceased, and were not heard while the knees were thus held, except near the close of the experiment, which continued once forty minutes, when two slight sounds were heard on slightly relaxing my grasp, while at the same time I distinctly felt the heads of the bones grating on each other, and the muscles contracting, which though a very positive kind of evidence to me, I am aware is not so satisfactory to bystanders. I should state that our hands were removed several times from the knees during the trial, and raps were always heard during the interval of removal. At the close of the sitting, which continued till past 11 o'clock, Miss Fox was much affected and shed many tears, which excited much sympathy on the part of some of the gentlemen present. I need not add that our position was triumphantly sustained, and that public opinion here is now almost universally on our side."

The doctor says that the sounds are produced by the partial dislocation of the knee, the tibia (large bone of the leg) being moved outward, partly occasioned by pressure on the foot, there being great relaxation of the ligaments about the knee-joint; but chiefly by the action of the muscles of the leg below the knee. By placing the hand on the side of the joint, the bone can be felt, at the instant the loud double rap is heard, slipping out laterally, and as suddenly slipping back again; although by an effort of the will, it can be made to glide back noiselessly, so that only one rap is heard. But this can be repeated pretty rapidly for a long time, although it requires evidently considerable practice to attain great skill in this new and mysterious art. Dr. L. states also that he has found other persons capable of exhibiting all the phenomena of the "Rochester Knockings" by the process above described.

EUROPEAN NEWS.

ONE WEEK LATER FROM EUROPE. HALIFAX, Telegraph Office, Wednesday, Feb. 26, 8 P. M.

The steamship Europa, with 64 passengers, arrived at 8 o'clock, having left Liverpool at 11 A. M., on the 15th inst. The attention of the English public is chiefly occupied by the exciting but unproductive Parliamentary debate relative to the proposed annexation of Rome. Four nights continuous debate resulted in gaining for Lord John Russell permission to introduce his bill of pains and penalties by a majority vote of 352. It is confidently stated that the Duchess of Kent, the Queen Mother, and the Duchess of Sutherland, the Queen's Lady in waiting, and the richest peeress in England, are on the eve of becoming members of the Catholic church. On a motion by Disraeli involving the principles of free trade, the Government only carried their point by a majority of 11 in a full house. Most of the Irish members who have heretofore sustained the Ministry, deserted and voted with Disraeli. The protectionists are greatly elated at their prospects. The dotation bill has been lost in the French Assembly by a majority of 102. The breach between Louis Napoleon and the Assembly appears to be every day becoming wider. It is now proposed to organize a national subscription to relieve the President from his embarrassment.

Second Despatch. Private letters from Mr. Howe, the Nova Scotia Commissioner in England, leave no reason to doubt that his mission on behalf of the Courtland and Halifax Road will prove successful. He will return in the next steamer.

ENGLAND. The Chancellor of the Exchequer was expected to deliver his budget on the 17th. The trade and revenue, it is said, are even more satisfactory than heretofore reported, and it is expected that many obnoxious taxes will be repealed.

Parliament was chiefly occupied on Friday, Monday, and Wednesday, with the debate on the "Papal Aggression." The government measure was brought forward on Friday night by Lord John Russell; the sum of it being, that the government, under the circumstances, and with reference to the control which the new Roman Catholic prelates would obtain over large endowments in the hands of Roman Catholic trustees in this country, proposed, in the first place, to forbid the assumption of any title, not only from any glosses now existing, but from any territory or place in any part of the United Kingdom; and to restrain parties from obtaining by virtue of such titles any control over trust property—that all gifts to persons under such titles shall be null and void; that any act done by the holders of such titles shall also be null and void; and further, that property bequeathed or given to such persons, and for their purposes, shall pass at once to the crown, either to create trusts in harmony with the intention of the donor, or be otherwise disposed of, as may seem best to the crown. This his lordship represented as protecting the rights of the Catholic laity from aggression; and added, "If it shall be necessary to introduce other provisions for this purpose, the matter will be attended to by the Attorney General in the bill he proposes to introduce with regard to charitable trusts, in which any further security that may be necessary can be taken to guard the Catholic laity from what threatens to be a transfer of their property to hands into which it was never intended to have passed. In the discussion, Mr. Roebuck and Mr. Bright were the chief speakers against the bill proposed; Mr. Disraeli condemned it as inefficient and cowardly, but said he would not oppose it. Mr. Reynolds, Mr. Grantam, and other Irish members, spoke against the government bill, which was defended by the Attorney General, by Sir George Grey, Mr. Page Wood, and Lord Ashley.

On Tuesday, Mr. Disraeli proposed his resolutions on the subject of agricultural distress; he spoke of the land-tax, the local rates, and the other alleged grievances of the farmers, and proposed remedial measures. In Ireland, the opposition to the abolition of the Viceregalty continues to organize itself.—An agitation against the Ministerial Anti-papal measures is springing up, under the direction of John O'Connell, whose constituents have subscribed \$900 to enable him to retain his seat. He is not, however, thought much of.

Attention is being daily more and more attracted to the Western Coast of Ireland, as a place for a transatlantic packet station. The Government are strongly solicited upon the point. Other Irish news is not worth relating.

A maniac named Gall was brought up at the London Police office, on Friday, charged with threatening to assassinate Lord John Russell. The Moniteur of Tuesday, in reference to the loss of the dotation bill, contains the following from the head of the French republic: "The President of the republic is deeply touched with the efforts made to organize a national subscription in consequence of the rejection of the bill on the expenses of representation, which has just taken place, and he thanks all those who have contributed that thought, which is an imposing manifestation of sympathy and approbation for the conduct of the President, but he deems it his duty to sacrifice a personal satisfaction for the repose of the country. He knows that the people will not be deceived, and that he will stand firm. The President therefore declines all subscription, however spontaneous and national in its character."

Suits for Damages Against U. S. Officers on Account of the Late Arrests.—On

Wednesday, the 28th of February, a bill was introduced into the House of Representatives, for the purpose of providing for the relief of the late arrested officers of the United States Army, who were arrested on the 15th of February, 1850, and who were held in custody for a period of 30 days, and who were then released without any trial or conviction. The bill provides that the officers shall be paid the same as if they had been tried and convicted, and that they shall be restored to their former positions. The bill was passed by the House on the 29th of February, and is now pending in the Senate.

The bill was introduced by Mr. [Name], and was supported by a large number of members of the House. It was opposed by a few members, but the majority was in favor of the bill. The bill is now pending in the Senate, and it is expected that it will be passed there also.

The bill is a very important one, and it is very desirable that it should be passed as soon as possible. It will do much to relieve the late arrested officers, and it will also do much to restore confidence in the Government.

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POETRY.

I OWED NO MAN A DOLLAR.

BY CHARLES P. SHIRAS.

Oh, do not envy, my own dear wife!
The wealth of our next-door neighbour,
But bid me still be stout of heart,
And cheerfully follow my labour.

THE HISTORY OF LIFE.

BY LARRY CORNWALL.

Day dawned. Within a curtained room,
Filled to faintness with perfume,
A lady lay at point of doom.

MISCELLANY.

THE QUEEN'S SPEECH.—The royal speech
on the opening of Parliament is an old joke,
and journalists are generally suffering it to
drop below criticism.

the emotions of a man of business.—London
Leader.
JESUS JUDGED BY JEWS.—Dr. Raphael, of
Birmingham, says:—While I and the Jews
of the present day protest against being
identified with the zealots who were concerned in
the proceedings against Jesus of Nazareth,

Sleep—The only thief who benefits you by
robbing you.
Charity—One whom we delight to follow
but dread to face.
Mourning—Love brought to trial. Going
home by daylight after courtship's masquerade.

ing, &c. &c., the various domestic animals
in their highest perfection; in short, the pictorial
feature of the book is unique, and will
render it of incalculable value to the student
of Agriculture.

Remember our Motto!
"Cheaper than the Cheapest!"
THE OLD YELLOW STORE is again filled
with a large and fashionable
stock of

CABINET WARE DEPOT.
JOHN TINKER
WOULD inform the inhabitants of Derby and
vicinity, that he has purchased the stand
formerly occupied by A. E. Moore, with the
intention of making a permanent business here