

Galway, or any other Irish western port. It will be a great day for Ireland when she sees the whole of American travel passing through her centre, and in and out of her western and eastern—aye, and her northern and southern ports. These will be an interesting addition to her imports and exports, and why should not Sligo have her share? And then the manifest advantage of being a terminus to the railway. The distance between Halifax and New York is 750 miles, which at 30 miles an hour, will be passed in 26 hours—so that a merchant can then leave London for New York, and be home again in three weeks! In spite of all the idle prate about annexation, this Province of New Brunswick is still loyal, and faithfully attached to the British Crown. It is a splendid country, possessed of a fine healthy climate and vast natural resources; all it wants is population to develop these. Millions of acres of prime land are lying untouched in the wilderness, and our mines of iron, coal, copper, &c., are, in a great degree, lying useless, for want of hands and means to bring their treasures to the light. In justice to the St. John people, however, I must say they are doing their best to obviate this difficulty; for there is scarcely an unmarried lady in the city, and as for an old bachelor, there is no such thing to be had for any money! As I said before, we are all strongly attached to Old England, and one of the most pleasing anticipations connected with our proposed railway is, that it will tend to unite us yet more intimately with home."

NEWSPAPERS.—An exchange paper contains the following very sensible and just observations on the benefits derived from Newspapers:—

"Comparatively speaking, but few persons fully appreciate the benefits accruing from well conducted and well arranged newspapers. On its first appearance, at the regular time, a few moments, or perhaps an hour, may be allotted to its perusal by a majority of readers, and then it is cast aside as being of no further use. But those who have learned its true value are not satisfied with a cursory reading. They examine with critical minuteness the whole contents, and when they have finished the pleasing and instructive task, they carefully put it in some secure place, where it may be had for future reference. Whoever keeps a file of papers, and knows the pleasure as well as the advantage to be derived from a frequent perusal of them. They bring to mind scenes long forgotten. They give us a clue by which we can judge of the improvement in the social world—of changes in politics, religion, and in moral science—they are a map of the past, and may be used as a chart for the future. They are histories of the busy world, narrowed down to the stated periods of a day, or a week, wherein the various characters of a motley multitude are delineated with critical skill. They show the prevailing passions of the times in which they were published, and often record on their pages the essence of sparkling wits. To a family composed in part of youth they are invaluable. Shew us a person conversant with the general news of the day, and we will show you one whose general knowledge is more than ordinary. Let every family then take a paper; not only take it but read it."

The St. John Morning News, of Wednesday contains a long editorial, headed "Liberty of the Press," in which the editor alludes to our late prosecution. He concludes as follows:—

"We have already received some half-a-dozen letters of correspondence from the North, well charged with political grievances, which if true, should be exposed. But how can our friends at a distance expect us, who have no means of judging of the accuracy of the allegations set forth to assist in fighting their battles? True, we have upwards of one hundred subscribers in that section of the Province—nevertheless we must refer our friends to their local press, and ask them why they consent to have it shackled, when there exists so much necessity for its being free? We must be permitted to stand aloof till this mystery is solved."

UNITED STATES.—The Fugitive Slave Law still continues to excite considerable feeling, particularly in the Northern States. In Boston, houses are barricaded, and the inmates armed to resist any attempt to arrest proposed fugitives. A Vigilance Committee, numbering one hundred, has been formed, and G. C. Loring, and other leading lawyers, have volunteered to defend any fugitive that may be arrested. The people in the South are retaliating. In several States they are organizing, for the purpose of withdrawing their custom from the North. They intend for the future not to transact business with abolitionists.

PRINTERS.—Late papers inform us that the late Mayor of Washington is a Printer; the Lieutenant Governor of Massachusetts was a Journeyman Pressman; Mr Burgess, member of Congress for Rhode Island, was a Journeyman Pressman; there are three Printers in the Senate of Pennsylvania, and six in the House, and at least twenty in the Legislature of Massachusetts.

CANADA AND BRITAIN.—The Quebec Chronicle of October 21, has the following sensible remarks. If the people of the Colonies would go boldly into the British market, and prove to the capitalists there they would be safe in investing their capital among us, they would succeed far better than they do at present, by calling on the British Government to assist them in all works of public utility, or to guarantee loans they wish to effect in Britain. We will never prosper, or acquire a character, until we are more self-reliant. Let us show to the world that we possess a fine country, and have every confidence we shall be able to meet the expenses necessary to open it up, and develop its rich and varied resources. If we do we shall readily acquire help:—

"When Canada, in a commercial point of view, becomes independent of England, the poor will become independent of the rich. We certainly do rejoice to find the attention of the people of England directed towards Canada. British gold has made most of the public works in the United States, and we shall surely exult when Canada presents to the English capitalist the prospect of profitable investments. We only seek from England, for Canada, that consideration which she extends to the United States. Had we waited for the canals until we were to be able to build them ourselves, there would not have been now a communication for ships from the Great Lakes to the sea."

LONDON TIMES.—The papers state that a Commissioner has been despatched from the London Times office to the United States, to convey information respecting the country and people. Had the Times sent such a person to the North American Colonies, it would have rendered more service to the People of Britain, as well as to the Government.

COUNTY OF KENT.—Launched from the building yard of Messrs John & Thomas Jardine, a fine ship named the *Anne*, of 932 tons measurement. She was built for Mr John Jardine of Liverpool, and reflects great credit on the enterprising builders, in adding another to the many excellent vessels built by them. Her berth on the stocks is already occupied by the keel of another ship, to be built during the winter, of about 1400 tons.

TO CORRESPONDENTS.—Petro's remarks on the Liberty of the Press, have been received. M's concluding remarks on the Newcastle Tea Party, which he promised, have not yet reached us.

Ship News.

PORT OF MIRAMICHI.

ENTERED, November 4, schr Pacificque, Morrey, Quebec, general cargo, Gilmour, Rankin & Co.

5, brig Nicholas Smirk, Phillips, New York, ballast, Gilmour, Rankin & Co.

6, schrs Speculator, Sewell, Quebec, general cargo, Duncan & Loch; Caroline, McLeod, P. E. Island, produce, Gilmour, Rankin & Co., and others.

7, bark Laura Campbell, Dixon, P. E. Island, Gilmour, Rankin & others.

CLEARED, November 5, bark Yorkshire, Lynas, Stockton, timber and deals, Crane & Allison; brig Satisfaction, Scott, Bideford, do, W. E. Samuel.

6, schr Caroline, McLeod, P. E. Island, ballast; brig D. B., Boudroit, Picton, lumber, W. J. Fraser.

7, schr Nautilus, Bernard, Bay Chaleur, ballast; brig Lavinia, Walsh, Waterford, timber and deals, Gilmour, Rankin & Co.; bark Mary Campbell, Bullen, Londonderry, deals, do.

The schr Three Sisters, Whelpley, master, from Boston, bound to Miramichi, with a general cargo, consigned to Messrs. Johnson & Mackie, was cast away at Pope's Harbour, N. S., on the 1st instant.

The schr Swift, of Miramichi, bound to Newfoundland, with a cargo of deals, was cast away on Point Miscou, on the 24th October. Crew saved.

PORT OF DALHOUSIE.

ENTERED, November 6, schr Irene, Marks, Halifax, general cargo, A. Ritchie & Co., and others; schr Mary, LeBoutillier, Shippigan, fish, A. Ritchie & Co.

CLEARED, November 5, bark Abigail, Brett, London, timber, A. Ritchie & Co.

LIFTING THE BUOYS.

TENDERS will be received at the Store of Mr Leonard Hawbolt, in Chatham, until 12 o'clock, noon, on FRIDAY, the 15th November next for

LIFTING THE BUOYS

In the Bay and River of Miramichi, and conveying them to such place as the Commissioners may direct.

L. HAWBOLT, } Commissioners.
M. CRANNEY, }
Chatham, October 14, 1850.

THIS DAY'S MAIL.

CALIFORNIA.—Another Fire in San Francisco.—The accounts from California, are not very encouraging. San Francisco has been visited by another destructive fire, which consumed over one hundred buildings, causing much distress among the occupants. Preparations were to be made at once, however, for removing the rubbish, and erecting more substantial buildings.

The loss by the destruction of goods and property, is estimated at over one quarter of a million of dollars. The business portion of the city escaped. Money was in great demand. New discoveries were being made daily.

UNITED STATES.—The Fugitive Law continues to cause much excitement. The President has ordered the Military near Boston to be in readiness to obey any requisition of the Marshal if necessary.

The Steamship City of Glasgow left New York on Saturday afternoon, for the Clyde, with about sixty passengers. She will run hereafter between Philadelphia and Liverpool.

ARRIVAL OF THE AFRICA.—The new Cunard steamer Africa, Captain Ryrie, arrived at New York yesterday morning, (being her thirteenth day). She had 119 passengers, and brings Liverpool dates to the 26th October.

Nothing of importance in the political world has transpired during the week.

In France much excitement still exists on the subject of prolonging the President's term of power, and it is generally believed the very existence of the Republic will depend upon the decision of this point.

The war in the duchies still continues, but nothing decisive has yet been reported.

The affairs of Hesse Cassel remain as at last advices.

The Niagara arrived at Liverpool from New York on Sunday evening, and the Atlantic on Thursday morning—the former making the shortest run.

Timber market at Liverpool firm—an advance was anticipated.—*St. John Courier.*

WEST INDIES.—Kingston, Jamaica, Oct. 30.—The Cholera is raging in this city and all parts of the Island. Eight hundred persons have died.

Markets.—No improvement in flour; fish, dull, owing to the cholera, the use of it being deprecated by the Medical Board.—*St. John Courier.*

NOVASCOTIA.—Hardly a Wreck.—The schr. Three Sisters, Whelpley, bound to Miramichi, reported lost off Shag Ledges, has been got off and taken into Pope's Harbour, dismasted, &c.

Telegraph to Windsor.—We learn that a very successful meeting was held in Windsor on Monday last to get up a Telegraph line from Halifax to Windsor. The amount necessary for this work will be £1200, and one half has already been subscribed on the banks of the Avon. Another quarter will be taken up in Hants, and the remaining quarter in Halifax. Good again. Go ahead!—*Halifax B. N. American.*

INDIA.—A mutiny had broken out among some of the Nizam's native troops.

The Indian and Chinese seas are still infested with pirates.

The first expedition of the Dutch against Borneo has had but small success.

WAVERLEY HOUSE,

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SAINT JOHN, NEW BRUNSWICK.

James Williams, Proprietor.

THE SUBSCRIBER respectfully announces that he has Leased the above named New BRICK HOTEL, which will be opened for the accommodation of Travellers on FRIDAY the 1st November. The WAVERLEY has been built expressly for a first-class Hotel; it contains a spacious Ball Room, Dining Rooms, Drawing Rooms, Family and "Bridal" Apartments, and Forty well-ventilated Bed-rooms, with excellent Stables and Offices attached. The House is fitted, throughout, with Gas and Water.

The Waverley is built, finished and furnished on a scale of elegance and comfort, and superior to any Hotel in the Provinces in all its appointments.

The Proprietor is determined that no exertion shall be wanting on his part to win and sustain a high reputation, to make it a pleasant home for the "Traveller," and the House of the Provinces.

The charges will be moderate, the Cellars and Larder constantly supplied with the best the markets will afford, and the Servants civil and attentive.

The Subscriber respectfully solicits that a liberal patronage will be extended by a discerning public.

JAMES WILLIAMS.

St. John, October 21, 1850.

Notice.

All persons having any just claims or demands against the estate of the late JAMES McCULLAM, of Newcastle, Harbor Master, deceased, are required to render the same, duly attested, to Messrs. JOHNSON & MITCHELL, Attorneys, at their office, in Newcastle, within Three Months from this date. And all persons indebted to the said Estate, are hereby requested to make immediate payment thereof to the said Attorneys.

DAVID JOHNSTON, } Executors on
WILLIAM PARK, } the said Estate.
Newcastle, October, 1850.

SECOND EDITION.

TUESDAY MORNING, NOVEMBER 12.

UNITED STATES.—The merchandise depot of the Boston and Maine Rail Road, in Boston, was wholly destroyed by fire on Tuesday morning, together with much other valuable property. The building was built of brick, five hundred feet long, and fifty feet wide, two stories high, and cost thirty three thousand dollars. The depot contained a very large quantity of goods, besides those which were loaded in fourteen long cars and twenty eight short ones, the whole of which was entirely destroyed.

Springfield, October 30.—The slave hunters Hughes and Knight passed through this town this evening, on their way to New York. They left Boston without their slaves.

Washington, October 30.—The Executive Committee at Washington on the London World's Convention, have selected the United States storeship *Fredonia*, to convey American productions to the Industrial exhibition of all nations.

Bank Robbery.—At 2 o'clock this morning an attempt was made to break into the Village Bank, North Danvers, Mass. The robbers began the attempt to burst the door in, when the watchman of the bank, Aaron Bateman, called upon them to desist, which they refused to do. He then fired a gun loaded with ball, hitting one of them in the side, who staggered a few paces and fell dead.

He proved to be John C. Page, a brother-in-law of the Cashier of the Bank. His father, who lived in the nearest building to the Bank, was aroused by the noise of the gun, and coming out, stumbled over his dead son's body. It appears that the Bank Directors have had warning that an attempt would be made to rob the bank, and have had a watchman there for a week past, which fact was generally unknown. The three companions of the deceased are supposed to have been regular robbers, and to have drawn Page, who was of rather bad habits, to the attempt. They all escaped in a carriage they brought with them.—*Boston Paper.*

The President and the Fugitive Slave Excitement.—Washington, November 4.—It is stated on good authority, that President Fillmore gave orders on Saturday for the immediate concentration of all the disposable force of the United States' artillery and infantry, in Boston Harbor.

The move is supposed to be in reference to the fugitive slave excitement. The Intelligence and Republic are both silent upon the subject.

NEW BRUNSWICK.—Accident in the Petitcodiac River.—Three Lives Lost.—Captain E. W. Mitchell, of the schooner *Tanner*, picked up in the Petitcodiac River, on Friday last, two Squaws who had saved themselves from being drowned by getting on the bottom of their canoe. One of the unfortunates, when Captain Mitchell came to their rescue, was all but lifeless, the other could not speak but by kind treatment they have quite recovered. These Squaws report that three other persons were in the canoe at the time of the accident. As no traces of them could be discovered, they must have sunk in the angry element to rise no more.—*St. John Morning News.*

Yesterday we had a heavy blow from the south-west which moderated in the evening. During the storm, the American ship *Castilian*, just arrived from New York, got foul of a tier of ships lying at the Custom House wharf, but was cleared after some time with slight injury.

Owing to the storm the steamer *Maid of Erin* did not arrive at her usual hour. The steamer *Herald*, however, came down from the Bend during the afternoon. Capt. Donehey is one of the most enterprising of our steamboat masters, and always puts his boat through in style.—*St. John New Bruns. Nov. 7.*

CANADA.—It is announced, though not officially, we believe, that the Canadian Parliament will meet for the despatch of business in February.

Arrangements have been made for removing the seat of the Canadian Government to Quebec. It is said that Spencer Wood will be the residence of the Governor General.

NOVA SCOTIA.—Reward of Merit.—The honorary medal from Lloyd's has been awarded to Captain Cook, of Yarmouth, Nova Scotia, for having saved the crew and passengers of the *Caleb*, Grimshaw, last winter, and for which noble achievement, as our readers will remember, he was presented, among other merited testimonials with the freedom of the City of New York.—*Halifax B. N. American.*

The proposition to establish a line of mail steamers between America and the coast of Africa, enlists very general favour.

It is said that a Dr. Vires, of Trinidad, has discovered a Motive power which will cast Steam out of the way.

A terrible Thunder Storm recently visited the city of Kingston, Jamaica. The lightning did serious damage to shipping and buildings. No lives were lost.

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