Twelve of the infant [illegible] attending the schools [illegible] whom are those of Roman[illegible]

"The Bishop admitted [illegible] orders in the church of Clifden [illegible] whom had been Roman Catholics. [illegible] about 300 persons present in the church [illegible] service, and nearly all of them, I was informed, were converts from Romanism. I went into a Sunday school where about 200 children were assembled, and it was stated to me that almost the entire [illegible] Romanism of those whose parents, though still nominally Roman Catholics, allowed them to attend.

"There was a confirmation in Sellerna, in the district of Omey, on Monday. I visited a school at a place called Barrabrough, where 155 children were present; all of these had been Romanists, and they answered very accurately several questions proposed to them from the Scriptures, and quoted most fluently texts to disprove the doctrines of the Church of Rome.

"At Sellerna there was a good congregation.—There were 84 persons confirmed, of whom two were originally Protestants, and 20 of the number were adults. There are upwards of 200 persons, nearly all of whom had been Romanists, attending the services of the church on Sunday at this place, and about 700 altogether at the various stations in the district. The bishop here consecrated a piece of land for a burial-ground. I forgot to mention that he was assisted in the services of yesterday and this day (Sept. 12th and 23rd) by several clergymen, among others by the Rev. Sir Christopher Lighton, Bart., and the Rev. Mr. Dallas. Sir Christopher Lighton has purchased purchased a large tract of land, part of the Clifden property, in the Encumbered Estate Court, on which he is building houses and considerable improvements. The Rev. Dr. Magee, the priest of Westminster, has a tract of land immediately adjoining, which is quite unimproved. It is stated that he is not popular among the people, having disagreed with them about the wages they demanded for some work they had done on the land, and the speculation, whatever it may have been, has, it is said, turned out a complete failure. It is reported that when Mr. John Reynolds, M. P., of Dublin, was in Clifden some days since it was proposed to illuminate the house in his honour, but some of the people stated that they had done so for Dr. Magee, from whom they had received no benefit and they would not do so again.

"There appears to be a favourable impression towards the Protestants at the present time in all the places I visited. There was no disturbance or annoyance given by the people. The power of the priests is, from some cause or other, on the wane. In what I have written I have merely stated facts. I do not express any opinion as to the movement, but I reported what I have seen and heard. It is reported by credible witnesses, that in the district through which I have travelled for the past week nearly 5,000 persons have left the Church of Rome. There were, certainly, large numbers of Romanists, or persons who had left that church, at all the stations I have visited; and with many of these I conversed, who appeared to be sincere and intelligent, and who were quite able to assign reasons for the step they had taken. As I am proceeding through the north of Galway this day (Sept. 23) to Mayo, I shall be able in my next to give further details of the state of the country and the feelings of the people."

The following extracts from the *Dublin Evening Herald* shows that it is not only in the West that the labours of the Missionaries are blessed with success.

"The confirmation services for the converts of the parishes of Doon, Tough, and Pallasgreen, were held by the Lord Bishop of Cashel, &c., on Saturday, the 20th, in the parish church of Drumkeen. It had been confidently affirmed that very many of the converts would never abide the test of confirmation. Every expedient that Jesuit ingenity could devise was employed to intimidate or cajole them into apostacy. Promises of 'high wages, of 'constant employment, of 'the good will of the neighbors,' of 'the priest's blessing,' were liberally dispensed by the Romish friends or relatives of the converts; and, when all failed, the form of threatenings and cursings. Regardless of all this, the converts assembled in several bodies in their respective parishes, and pursued their course, occasionally saluted by a shout, or a groan, or a curse from the harvest labourers along their line of route. One party of the converts was approaching the church when the Bishop drove pass them. He was greeted with a full and hearty Irish 'Cead mille failte,' which he cordially acknowledged. The service were read by the curate of the parish, Rev. T. Miles, assisted by Rev. W. A. Darby and Rev. W. Scott. The converts joined very generally in the responses, and engaged in the singing also, which was excellent. The Rev. Thomas Atkinson, Prebendary of Doon, conducts the arrangements for bringing forward the converts to confirmation at the first service, and Rev. Mr. White at the second. The number of converts confirmed were—Parish of Doon, 107; parish of Tough, 68; parish of Pallasgreen, 102; in all 275 adults; which, together with 4 from the parish of Cullen, previously confirmed at Tipperary, and 13 from the parish of Ballybroode, previously confirmed at Cahircouslish, make a total of 292 converts from the district of Doon. The address of the bishop were admirable—simple, evangelical, and exceedingly appropriate."

From the Army and Navy Regis[illegible] Gazette.

THE GREAT EXHIBITION.

In looking back over the career of the vast enterprize which has thus auspiciously been terminated, the consideration which first and most strongly impresses itself on the mind is the unprecedented popularity which it has attracted. Of this we quote some striking facts as illustrations. In the month of May, 734,782 visits were paid to the building; in June, 1,133,116; in July, 1,314,176; in August, 1,023,435; in September, 1,155,240; and in the first 11 days of October, 841,107. These figures give a total of 6,201,856 as the sum of visits to the Exhibition. Every one will calculate according to his particular fancy, the proportion between visits and visitors, but at least it is obvious that several millions of people have had their minds enlarged, and their respect for industrial pursuits increased, by a portion of their time, more or less considerable, being spent in the Crystal Palace. The greatest number of people ascertained to have been in the building at one time was at two o'clock on Tuesday, October 7, when 92,000 persons were present. On the same day the number of visitors reached its maximum, and was 109,915. Between eleven and twelve o'clock on Monday last, 28,853 persons entered the building in one hour. When it is remembered that these extraordinary figures, which can be thoroughly relied on for accuracy, illustrate popular movements that only a few years ago would have been pronounced on the highest authority most dangerous to the safety of the State, we have the more reason to wonder that they should have taken place so orderly without disorder, but also almost without crime. The total number of charges made at the police-station at the Prince of Wales' Gate relating to offences within the building is, we are informed, 25, of which nine were for picking pockets, six for drunkenness, one for assault, and ten for petty larcenies or scuffles. Such facts speak for themselves, and certainly constitute it as one of the proudest boasts connected with the Exhibition that property worth millions of money should have been inspected during nearly half a year by millions of people belonging to every class and grade of society with only a few trifling crimes, involving no articles of any value. From this agreeable feature connected with the popularity of the Crystal Palace we pass to another still more so. Shortly after the opening of the Executive Commission had the question of admitting charitable institutions gratuitously presented itself for their notice, and they decided that so far as their funds would permit, perhaps at the time were thought hard and unfeeling.—What was the result? An immense spring of private benevolence, which has not been [illegible] neighbour- [illegible] cy part of En- [illegible] which is passing [illegible] struggling inde- [illegible], has induced mas- [illegible] servants, manufacturers their [illegible] ers and merchants their clerks, tradesmen their apprentices, railway companies their men, and last, most wanted [illegible] ers and occupiers of the soil to send up, by subscription among them, their agricultural labourers. From a return with which we have been favoured by Mr. W. Murray, we extract some remarkable facts with reference to the attendance of charity and other schools at the Exhibition. It appears that up to the 9th of July, when he took charge of that department, no record was kept of the schools that came, and Mr. Murray can only ascertain an authentic list of twenty-one, giving a total of 4,093 children. By the return 466 schools have visited the building, and of these Christ's Hospital sent the largest number, amounting to 900. On the 14th of July there were fifteen schools present, and 1,300 children; on the 30th, 13, and on the 6th of August, 19. On the 21st, fifteen schools and 1,022 children; on the 18th of September, thirty-three schools and 2,729 children; on the 25th, eighteen schools and 1,374 children; on the 2nd October, twenty-five schools and 1,427 children; on the 8th of October, twenty-three schools and 1,312 children. The return includes a list of 23 parties, chiefly agricultural labourers, and including 7,751 persons sent up from the country by private benevolence. Such results are exceedingly gratifying, and will throw an additional lustre round the memory of the Great Exhibition. Looking at the popularity of the undertaking in a monetary point of view, the facts are equally extraordinary. The largest amount taken at the doors on any of the 5s. days was 5,078, on the 24th of May. The greatest half-crown day was Saturday last, when £4,145 13s. 6d. was received. The greatest shilling day was Tuesday last, when the sum taken amounted to £5,283 3s. In May the highest receipts were on the 24th, when upwards of £5,000 was taken, the lowest being the pound days. In June the greatest was a shilling day, when upwards of £3,000 was taken; the lowest being the first shilling day. In July, the highest (a half-crown day) was the 18th, when nearly £4,000 was received; the lowest being the 19th, a 5s. day. During the month of August the harvest operations told visibly on the receipts, the greatest being on the 5th, a shilling day, when more than £3,000 was taken, and the lowest being on the 2nd and the 30th. During the month of September the average take was still smaller, but the 26th and 30th were great shilling days, and brought in £3,000 each. These *data* satisfactorily establish not only the vast success of the Exhibition, in a pecuniary point of view, but the constant and untiring assiduity with which the country, according to its ability, has come to visit and be instructed by the great spectacle. It is curious to remark that, whether the admission fee was 5s., 2s. 6d., or 1s., while the number of visitors fluctuated accordingly, the actual sums taken circumstances of similar excitement were nearly equal. This, if it proves nothing else, seems to indicate that the Royal Commission adopted a judicious scale of charges. From the facts thus recorded the popularity of the Exhibition is placed in position beyond dispute or question. The people flocked to it with an enthusiasm unprecedented in the annals of public spectacles, and, besides contributing to its grandeur by their presence, they have thrown around its brief but brilliant career the halo of extended benevolence and the charm of a singular immunity from crime.

THE GREAT BOAT RACE.

The great boat race between William Pocock of Lambeth, and J. Mackinsey, of Richmond, two celebrated scullers, took place on Wednesday, and addressed the immense distance of four miles and upwards finishing with a victory of only four lengths and being performed by the winner in thirty minutes and a half. The race commenced from the rivalry incidental to the circumstances of each man being a member of the two great London rival crews for the champion prize at Henley this season. Both men possess great pretensions as scullers, and Wednesday's race demonstrates the fact that there was good reason on the part of the backers of both, for the trial of skill we are about recording.

Pocock has been many years engaged in all the leading contests of the Thames, and his defeat by the renowned Henry Clasper, the champion of the Tyne, some years ago, but served to establish the repute he had earned as a finished sculler; with varied success he has been a great favorite of the public for years, but the opinion that he was "used up" may have been said to have produced the present race. John Mackinsey, the brother of the candidate for the championship of the Thames, has not earned so many laurels yet, but bids fair to be as popular as his adversary; he won the last cost and badge given by the late Mr. Evan Morris, and his rowing at Henley fully justified his friends in matching him against Pocock. The former is something like ten years younger than Pocock and is the heavier man.

The distance was from the Railway Bridge at Barnes to Richmond Bridge, and the prize £100. The Child Harold, Lilla Rookh, and Echo, steamers, chartered to accompany the race, were thronged with company, and there were a great number of small boats out. Betting was very brisk at even, and Pocock for choice, but some money was laid out at 5 to 4 on the Lambeth man.

Both men went to their stations full of confidence, Mackinsey with the choice of the Middlesex side. Mackinsey took the lead and went away with his boat half a length in advance, and in the position strokes succeeded strokes at a "clipping" pace for half a mile, when Pocock gradually neck by neck came level. A desperate struggle followed, in which they were even and even for 200 yards, with their heads slightly varying. Then Pocock gradually shoved in front, and passed under Kew Bridge a length and a half in advance, which he maintainedafter awards slightly increased, but it was soon diminished by a beautiful spurt of Mackinsey's. Again Pocock took a little more lead, and at Strand-house was three lengths in advance, but again it was slightly reduced by the brilliant exertions of Mackinsey. At Chiswick Church Pocock had an advance of full two lengths, but his opponent made another desperate effort to change the fortune of the day, unfortunately in it turned out, for Pocock outdistanced his foe, and won by four lengths. His rowing was the perfection of unfeigned art. Mackinsey's, if not so finished in style, was undoubtedly good. Both have beautifully steady, thoughtful, and a more finished performance it is impossible to imagine.—*Liverpool Mail.*

Grand manœuvres of about 40,000 troops took place a few days ago near Vienna. The emperor attended them, and bivouacked one night with the soldiers.

It is said that Prince Metternich is writing his biography, and a history of the Austrian court, which is not to be opened until 60 years after his death.

A lawyer named Corti has been arrested at Salerno, having accepted the defence of a political accused. The measure frightened the other lawyers, and the poor prisoner remained defenceless in the hands of the miserable judiciary officers.

The Estancia, of Turin, of the 5th, announces from Naples that sentence of death has been pronounced upon 46 prisoners of state, including 10 deputies, 2 ex-ministers, 1 ex-minister, and 2 priests. It is hoped the King will commute their sentences.

The Chronicle.

SAINT JOHN, NOVEMBER 7, 1851.

THE ELECTION.

We are pleased to find that the arrangements entered into by the Protectionists, has been productive of both harmony and efficiency. Hence the County is without opposition. Messrs. Johnston and Goudie being the only candidates for the two vacancies, will without the excitement usual on such occasions, be returned by a show of hands.—The two gentlemen now before the public are both new and untried as political men—but judging from their known ability, and their address to the public we feel a lively hope that they will acquit themselves to the entire satisfaction of their constituents.

For the City there will be an opposition—and *some say* there will be a tight run. This however is not our opinion. The friends of Protection will rally round their *own* candidate, and in a voice not to be misunderstood, proclaim the success of Stephen K. Foster. Mr. Foster is a man that for many years past has been looked to as a person every way suited for public life; and when it is taken into consideration that he is a man of unimpeachable character—a Conservative—and an uncorruptable Protectionist—he brings to the Poll qualifications that should stamp him on the minds of every lover of the country's prosperity, not only as a fit and proper man to serve in the Legislature of the country, but one whose conduct through life has earned for him that honorable distinction. The opposing Candidate, Mr. Harding, is a young man of some promise, but little known as a politician—but what we do know of his views on commercial matters, is very objectionable to a large majority of the constituency. He is a Free Trader. A man who prefers employing the Foreigner to that of the people of our own country. Such policy Mr. Harding must be told will not suit this country—it has already reduced the population of the city several thousands within the last ten years, while the policy pursued by Mr. Foster, had it been acted upon during the same period, would have resulted in an increase of at least five thousands. It is therefore gratifying to know that Protection in all time to come, must and will be the ticket—the whole ticket—and nothing but the ticket.

☞ Some difference of opinion has existed as to whether the same candidate can be named for both days election for County Members? We have the best authority for saying they can do so—and that the beaten of the first day, can stand the contest for the second also.

Rail Roads for the British North Americas, appear to attract the notice of both the British People, and the British Press. The London *Daily News* in alluding to the great Rail Road festival recently held in Boston, speaks in the highest terms of Mr. Howe and his mission to the Imperial authorities on the Rail Road question, it thus discourses:—

"Howe has been the instrument to ensure to the British provinces the aid of British capital and British engineers in the construction of parallel lines of railway entirely within our own territory, which, by competing with those already opened, will give the public security for the able and useful working of both.

"The railway era in Canada and the other British provinces, which has now fairly begun, is indeed full of promise. They who contrast Canada as it now is with Canada as it was in the time of Lord Durham's mission cannot but be astonished at the change for the better that has taken place. The commission of inquiry appointed by Lord Durham found everywhere a torpid and despondent spirit arresting the progress of settlement. Now the work of reclaiming the waste is advancing in the interior of Canada at leaps rapidly as in any of the neighbouring "states." To prove this it only needs to cast one's eye over the works of the few last years; from Toronto westward, in the direction of Goderich, or northward in the direction of Lake Simcoe, or from Montreal towards the American frontier throughout the country now traversed by the railway connecting that city with Portland and Boston. The rapid and substantial development of the natural resources of the colony to which we allude has been accomplished during a period when, to the superficial observer from this side of the water, all Canada might have appeared to be engrossed with angry party contests.

"Montreal already enjoys railway communication [illegible] arrangements which Mr. Howe concluded with the colonial administration, on his visit to this country, ensures the speedy extension of the same advantages to Quebec and its vicinity, by the lines connecting them with New Brunswick and Halifax. The provincial enterprise which had already projected the connexion of Montreal, by railway, with Quebec on the one side, and Kingston and Toronto on the other, and of Toronto with the American frontier, either by the Great Western or the Goderich line, or both, has received a new stimulus from the prospect of this enterprise. The construction of so many railways will open up large tracts of fertile waste lands, and the labour required for their construction, will afford remunerative employment to the crowds of emigrants who are to fill up this yet untenanted country. The internal commerce of the provinces, and their trade with Great Britain, would alone suffice to make all these lines pay; but in addition to this when the railway system is completed from Detroit and Goderich, to Portland and Halifax, the bulk of the produce interchanged between Great Britain and Michigan, Iowa, and Wisconsin, and whatever states may hereafter be founded to the west of them, are sure to find their way by this channel. Perhaps it is reserved for no distant futurity to complete the work, by the permanent establishment of rapid ocean communication between Halifax and the Bay of Galway.

Very true Mr. News, and you might yet keep within the bounds of probability, and say, the day is not far distant when the iron horse of the Atlantic, shall carry a kiss from Ocean to Ocean, and with the speed of an eagle transport mind and matter across the now untrodden tracks of a solitary wilderness, with that unequalled talisman, the Locomotive, whose pulsatory snort continueth in no stay, and while it delights mankind with its novelty and efficiency, annihilates both time and space, and brings within the limits of a mere excursion, the matter of fact Cockney, or the modern Babylon, and the Mandarine of three tails of the Celestial empire. There is so much to astonish us, about the movements of the present day, that nothing now seems impossible to the ingenuity of man, if we turn to the Mother Country we find the Emerald Isle pouring forth in one unbroken stream her once redundant population, and this Continent becoming the home of their hope. It is calculated by political economists that ten years hence, at the present rate of Emigration, Ireland will not contain One Million of the children of her soil. America is destined at no distant period to become a vast and swarming nation, as independently of the natural increase of population, she is the recipient of the Emigrant from all the countries of the old world. Canada is rapidly filling up, and in a few short years will be peopled from Ocean to Ocean. Who then in contemplating the building of the Halifax and Quebec Rail Road, can see anything in the undertaking, either extraordinary, or uncalled for? the very fact that Canada West, *without a Rail Road to the Ocean* has increased 75 thousand in her population in the last two years, points out the absolute necessity of carrying out the contemplated work, and the British North American so long neglected and unknown to the parent state, is destined at no distant period to become the brightest jewel in the Imperial crown of England's Queen. We are pleased to find that the Legislature of Nova Scotia are now in session, the house being called at this unusual time expressly for the consideration of the Rail Road question.—From the Speech of Sir John Harvey and from what we can learn of the disposition of the house, the question will be favourably received, and every facility given for the early commencement of the Great Work.

The Concert of the Krollmans last night at the Mechanic's Institute, appeared to give great satisfaction. It being their first performance in this City, the house was but partially filled, but those who were there, came away highly delighted.—For the lady she has every thing to recommend her—youth, beauty, and the voice of a nightingale. If Jenny Lind excels Madam Krollman, (and we suppose we must believe she does,) then indeed must she possess the music of the spheres. On the next night of performance, we think we may with safety promise the lady a "bumper."

☞ We learn that Mr. Gilbert, Member for Queen's, has been called to the Legislative Council, and that his son is now canvassing the County for the vacant seat.

The Report of the Commander of the *Persian*, and addressed to His Excellency Sir E. Head, published in our last issue, has been replied to by the Commissioners of Lighthouses, and as we believe satisfactorily. The following on the subject has been communicated:—

It appears that the Persian, during her cruize in the Bay of Fundy visited the Gannet Rock Light-House stations, and of which her Commander in his zeal for the service, has made what he thought a minute survey, which accompanied with his own remarks he had printed and forwarded to His Excellency Sir E. Head. The perusal alone of the document in question is sufficient to convince any one conversant with this country, that the Commander of the Persian was not a competent judge of the nature and efficiency of wooden buildings.—In speaking of the Gannet Rock Lighthouse, he says the building is fragile, and enclosed with "single shingle." We find from the reply of the Commissioners to His Excellency on this subject, that the building is composed of a very stout and substantial frame, closely boarded and shingled, and has since its erection sustained without receiving any injury, many very severe gales. The Commander appears again to be astray, (probably misinformed,) when he understands the portion of the building assigned for keeping the Oil and Water, is not in the stone wall enclosure, and the watchmen are obliged in the winter season, to remove them to their dwelling to prevent their being frozen. This statement it appears is also wide of the fact.—The oil is kept in the enclosure, and in iron tanks, which could not be removed to the dwelling of the watchman, although in the severe months of winter a small portion of the water is removed to their dwelling and kept for present use, to prevent its freezing. The commander also complains of the quality of the oil. It appears from the Report of the Commissioners that "Pale Seal" is used for eight months, and Porpoise for the four severe months of winter. A better arrangement then is made on the whole coast of Nova Scotia, where Seal Oil alone is used, and producing light not exceeded on the whole coast of the United States. The commander also complains that there is no Fog Bell on Gull Rock, and states that the Fishermen feel so much the necessity of such an arrangement, that they have offered to defray the whole expense themselves. Now if the Commander be right in this last statement, we see no possible reason why they should not set about it, without delay. It appears from the Journals of the House, that in 1847 a grant for a £100 passed the Legislature for that purpose, but the sum not being sufficient, and the fishermen not feeling inclined to contribute to the undertaking, the money was never drawn. We strongly incline to the opinion that the Commodore has been misinformed throughout his whole visit, and that when His Excellency finds all the statements fully refuted by the report of the Commissioners, he will have discharged their duty faithfully, and that however the Report may answer the purpose of amusing the Lords of the Admiralty in Summerset House, the information will be but lightly relied on in this Province.

☞ We are indebted to Fevor's and Street's Expresses, and to Mr. True, of the Creole, for late files of American papers.

☞ We beg to acknowledge the receipt of Avaux's Merchant and Farmer's Almanac. It is neatly got up and crowded with a vast amount of valuable information.

Sweden and Switzerland are the only European powers not owing a national debt.

It has been determined to have a Grand Industrial Exhibition of all Nations, at Vienna, next year.

In Mecklenburgh so many dogs have lately gone mad, that none are allowed to be at liberty except those used by the foresters and shepherds.

The Grecian Archipelago has been entirely cleared of pirates. In an engagement with these marauders the Chief was killed, and the band dispersed.

To Correspondents.—The report of the case of the Hon. John Robertson, prosecuted by Councillor Coram, for a breach of the Sawdust Law, shall receive attention next week.

[From the New Brunswicker.]

Four days later from England.

Boston, Wednesday Evening, 5th Nov. 1851.

The steamship *Franklin* arrived in New York on Sunday last, in 11 days from Havre and Southampton, having called on the 22d October, and brings four days later below.

The steamship *Africa* from New York, arrived at Liverpool in 10 1-2 days.

The steamer *S. S. Lewis* arrived at Liverpool in 16 days from Boston, with the loss of her propeller off Cape Clear, on the 11th day out.

Kossuth had not arrived at Southampton up to the 22d, when the Franklin sailed. He was expected on the 27th. A grand reception had been prepared for the distinguished Hungarian.

A communication has been addressed to the Galway Harbour Board, stating that this people of New York would embark $700,000 and provide four steamers for the line from Galway to New York, provided the like sum be raised in Ireland for the line, the steamers to run direct between the two ports.

The King of Hanover, who had been lying ill for some time, was not expected to recover.

The Grecian Archipelago has been entirely cleared of pirates. In an engagement with these marauders the Chief was killed, and the band dispersed.

Cape of Good Hope.—Later accounts from the Cape of wood Hope state that the British troops had been repulsed in an engagement with the rebels in Fish River Bush, with severe loss of life. It was feared that a union and rising of all tribes against the whites would be the result. The most gloomy apprehensions existed.

Sugar News.—Arrived from St. John, Oct 19th, James, fit Liverpool. At Grangemouth 19th, Liverpool. At Bristol, 30th, Montezuma, from Quebec.

Sailed for St. John, 20th, Dumbiagow, from Liverpool.

Nova Scotia Legislature.

THE GOVERNOR'S SPEECH.

Halifax, Nov. 4th, 1851.

The Legislature met at a quarter past two this day and was opened by His Excellency Sir John Harvey. Wm. Young and James D. Fraser, Escrs., were nominated as Speakers, and the former chosen by a majority of four. The House attended his Excellency in the Council Chamber.

[illegible] General, and his Excellency opened the Legislature with the following.

SPEECH:

Mr. President and Honourable Gentlemen of the Legislative Council:

Mr. Speaker and Gentlemen of the House of Assembly:

Public attention has for some time past been directed to the importance of establishing Railway Communication between the Southern seaboard of Nova Scotia and the St. Lawrence, and a Branch line to connect the main trunk with the Railway system of the United States. The Negociations which I deemed it my duty to open last year with the Right Honourable the Secretary of State for the Colonies, resulted in a generous offer from Her Majesty's Government to recommend to Parliament to guarantee or advance the funds required to construct both these lines upon certain conditions—the adjustment of which during the past summer rendered communications with Governments of the neighbouring Provinces indispensible. The Legislature of Canada has made provision for their portion of the line from Halifax to Quebec, and for its extension through the territory of the Province, to the western Frontier. The Government of New Brunswick awaits your ratification of the terms proposed at the conference held at Toronto in July last, to assemble the Legislature with a view to secure its friendly co-operation—as the Imperial Parliament will probably meet early in the New Year!! and as it is of great consequence that the laws passed by the Colonial Government should be transmitted without delay, to secure the appropriation contemplated, in time to warrant the commencement of operations in the spring, I have called you together at this unusual period—confident—that you would at whatever personal sacrifice, cheerfully aid me by a prompt and calm consideration of a question of the greatest magnitude and importance.

The Correspondence that has been passed and the measures which I have directed to be prepared shall be laid before you as soon as as the forms of Parliament will permit. I confidently commend the subject which they embrace to your diligent and enlightened review; and believing as I do that the destinies of these noble Provinces are to a great except involved in the result of your consideration of this question, I shall anxiously await your decision, and trust that the author of all wisdom and goodness may guide your deliberations.

The board then retired to their own chambers, when Joseph Whidden, Esq., was unanimously elected Clerk—Alexr. James and C. D. Twining, Esq., were then severally nominated an assistant Clerk, and the latter chosen by a vote of 27 to 20. Peter Speakwater and George Grassie were severally nominated for the office of Sergeant at Arms and the latter chosen by a vote of 25 to 23. The Cape Breton Members have not yet arrived.

There are rumours that the vessel in which they left Sydney is lost. All the seats for Colchester and Cumberland's are said to be disputed.

St. John, October 30, 1851.

W. H. HATHEWAY, Esquire,

Sir,—I have received of you, as the Agent of the *Union Mutual Life Insurance Company*, of Boston, a statement of the affairs of the Company, together with a Certificate of Profits, declared upon my Policy, issued in June last for the present year, amounting to $157. The statement of the Company's affairs are in the highest degree satisfactory, and I have no hesitation in recommending the Company, for which you are Agent, to the favourable consideration of the Public.

Yours, very truly,

JOHN KINNEAR.

MARRIAGES.

On the 26th ult., by the Rev. Robert Irvine, Mr. Alexander Crummy, to Miss Elizabeth Reed, both of this City.

On Wednesday evening last, by W. W. Eaton, Mr. David S. Roberts, to Miss Mary Elizabeth Jones, both of the Parish of Portland.

On the 29th ult., by the Rev. A. M. Stavely, Mr. Edward James Woodly, to Miss Harriet Zigler, both of this City.

At Fredericton, on Tuesday the 28th inst., by the Lord Bishop of Fredericton, Philip Bedingfield Esquire, to Caroline, daughter of Lieutenant Colonel Hayne, Provincial Aid-de-Camp, to His Excellency Sir Edmund Head, Baronet.

At the Bend on the 16th ult., by the Rev. W. N. Boyer, Mr. Robert Sloan, of Moncton, to Miss Elizabeth Wilmot, of Salisbury.

On Wednesday evening the 29th ult., by the Rev. J. F. Bent, Wesleyan Minister, Mr. Wm. H. Gray, of Studholm, to Miss Eliza J. Kirkpatrick, of the same place.

DEATHS.

At Carleton on the 6th inst., William Hughson, youngest son of Mr. Peter Drake, aged five years and nine months.—Funeral on Sunday next at 2 o'clock, when friends and acquaintance are respectfully requested to attend.

On the 5th instant, Margaret, wife of Peter Teamans, Esq., of Newcastle Creek, (Queen's County,) aged 70 years.

At St. Andrews, on Monday morning, 27th ult, George Gibson, in the 99th year of his age. He was the oldest inhabitant in the Parish, and was much respected by a numerous circle of relatives and friends.

In Portland, on Thursday, the 30th ult., Sarah, wife of Mr. Andrew Armstrong, in the 35th year of her age.

On the 4th inst., Mr. Robert Carden Minnette, Jr., D. L. S. Surveyor, &c., in the 31st year of his age. His dutiful and affectionate kindness and sincerity endeared him to his Parents, relatives and friends, while his undeviating rectitude and integrity insured the respect and esteem of all who knew him.—Funeral from his late residence in Elliott Row, on Saturday next, at 4 o'clock.

SHIPPING INTELLIGENCE.

PORT OF SAINT JOHN—ARRIVED.

Saturday—Steamer Creole, Atkinson, Eastport—George Thomas, passengers, &c.

Brig Thomas, Hargrave, New York, 6—R. Rankin & Co., ballast.

Schr. Columbine, Crosby, Boston, 6—R. Rankin & Co., general cargo.

Martha Greenow, Robbins, Boston, 5—Master, general cargo.

Lalesh, McLean, Bath, 6—J. W. Cudlip, ballast.

Monday—Ship Argo, Mitchell, Glasgow, 82—R. Rankin & Co., general cargo.

Tuesday—Schr. Wanderer, Wooster, Alexandria, 8—Estabrooks & Rose, wheat.

Wednesday—Barque Hollander, Thomson, New York, 6—J. Robertson, ballast.

Brothers, Doran, New York, 5—W. & G. Cornwell, merchandize.

Brig Fashion, Bunyan, Antigua,—Allison & Spiers, rum, sugar, molasses, &c.

CLEARED.

25th—Barque Eliza, Durkee, Belfast, deals, and spars R. Rankin & Co.; Schr. Mariner Whelpley, Boston, salt—Joseph Fairweather.

30th—Ship Sachem, Woodbury, Liverpool, deals—John Robertson; Barque Defender, Gallagher, Leith, timber and deals—R. Rankin & Co., Brig Britannia, Dyer, Cork, deals—Kirk & Worrell; Schr. Alabama, Wall, Boston boards—G. Eaton.

Nov. 1—Ship Mobile, Seager, Liverpool, John Robertson, timber and deals; Bloomer Simonds, do—R. S. Hamilt and Gilbert & Co., do; Eliza Goldford, Sproule, Norwich, Conn, Gurney Eaton, boards; schr. Perseverance, Wood, New Bedford, J. W Cudlip, potatoes. 3d—Schr. Cuba, Kavanagh, Boston, E. D. Jewett & Co.

TO MEN OF TASTE.

Those who wish to possess a healthy and luxurious head of hair, avoid baldness, and detestable freedom of the scalp from dandruff and other parasitical accumulations, which destroy vigour in the hair, should use BOGLE'S HYPERION FLUID, famed over the Union for its preservative and beautifying effects. Sold by the inventor, William Bogle at 277 Washington Street, Boston.

Sold also by S. L. Tilley, Druggist, St. John.

☞ Important to Ship Masters:—Gen[illegible] superior Astronomical Clock, and suitable apparatus for correcting, is now prepared to ascertain accurately the error and rate of Chronometers at the old stand of William Hutchinson, Coffee House corner, where all kinds of time pieces and Nautical Instruments are carefully repaired.

TOP COATS.—J. Garrett & Co. solicit an early inspection of their Fall and Winter Clothing—particularly a lot of Over Coats, finished in better style than any we had heretofore. A few Vests, on hand, same as those so much admired at the Exhibition.

Wiggins' new Building, Prince Wm. street.

☞ Rich Goods.—The latest fashionable London and Paris Vestings, for Fall and Winter wear, are now exhibited in the magnificent windows of J. Garrett & Co., Merchant Tailors—they even surpass in design the Exhibition Vests, so much admired.

Wiggins' Brick Building, opposite H. Chubb & Co.

India Rubber Shoes.

BY AUCTION,

Without reserve, on THURSDAY, 13th instant:—

54 CASES containing Men's and Women's Over SHOES; Women's Buskins & Gaiters; Misses Over Shoes Buskins and Gaiters; Children's SHOES.

November 7. JOHN KINNEAR.

NEW GOODS,

Ex Themis, &c:—

2 BALES Canadian Cloths; 4 do. Red and White Flannels; 3 do. Blanket and Horse Rugs; 1 cask Vitriol; 2 cases Threads; 2 do. Black and White Prints; 3 do. Orleans, Coburgs, and Lustres; 2 bales 40 inch Bagging; do. Gunaburghs; 2 do. Shirting, Stripe; 10 do. Grey Cottons; 20 do. Cotton Warps; 1 do. Cloakings; 200 dozen Fishing Thread.—For Sale low by

Nov. 7. L. H. DEVEBER & SON.

A Rare Chance.

FOR parties to obtain a bargain of a Watch.—The subscriber is selling the whole of his stock of Watches at the undermentioned reduction:—

Silver Lupenes, 4 holes jeweled, formerly selling at	£4	10	0
Now selling at	2	17	6
Silver Levers, 13 jewels, formerly selling at	7	10	0
Now selling at	4	5	0
Gold Levers, 13 jewels, formerly selling at	12	10	0
Now selling at	9	10	0

If you wish to embrace those tremendous Bargains make an early call. J. CROUCH.

Nov. 1. *Fancy Arcade.*

GRAND PIANO, BY BROADWOOD,

For Private Sale.

THIS Instrument has been in the Province two winters, stands the climate completely, is Iron bound above and below, stands in tune with fair usage a twelve month at least, was specially constructed for a nobleman, is in a Mahogany case, magnificently ornamented in carved work; before leaving England, the hammers were re-leathered by one of Broadwood's men, with patent felt; and for beauty of tone, &c., is supposed to be the best in the Province. For price, &c., apply to Wm. Tilt, jr. St John, (post-paid letters.) Shediac, Oct. 31.

Sheathing Felt and Zinc.

Received per ship *Montrose*, from Liverpool, on consignment—

6 FRAMES Patent SHEATHING FELT.
25 cases Sheathing ZINC.
14 bags Zinc Sheathing NAILS.—For sale by

WM. & GEO. CARVILL.

Nov. 7, *Nelson street.*

India Rubber Shoes,

and Men's, Boy's and Women's LEATHER BOOTS AND SHOES.

58 CASES of the above, just landing from the steamer *Creole*, and schr. *Thomas*; for sale by Nov. 7. JOHN KINNEAR.

Earthenware and China.

Per Thetis:

Received per above—25 Crates EARTHENWARE;

Also,—Breakfast, Tea, Dinner, and Toilet Sets, of the newest pattern, with other Goods in his line. For sale by W. E. P. HANFORD,

November 7. 24, Dock street.

OCTOBER, 1851.

ATTRACTION!!

North American Clothing Hall.

SOUTH SIDE KING STREET.

R. HUNTER

HAS received at the above Establishment his Fall importations, per Ships *Highland Mary* and *Faside*, from London, *Olive*, *Queen Pomare*, and *Themis*, from Liverpool, and *Henry Holland*, from Glasgow, which comprises an extensive & varied assortment of Goods suitable for the season, and which will be sold without reserve by Wholesale and Retail, at extremely low prices.

R. H. would therefore respectfully solicit the attention of the public in general to his present Stock of Goods, which in part consist of—

BROAD CLOTHS,
BEAVER & PILOT CLOTHS,
PETERSHAMS,
WITNEY CLOTHS in various shades,
DOUBLE MILLED KERSEYS,
DOESKINS, TWEEDS,
MOLESKINS,
CANADA CLOTHS,
SATINETTES, &c., &c.

VESTINGS.—A good assortment in a variety of materials.

COATS.—Of all descriptions likely to be required, either as Under or Over Coats, made up in different styles, so as to please the fancy of every purchaser.

REEFING JACKETS.—In Pilot and Beaver Cloth.

PANTS & VESTS.—In any quantity, and in such a variety of materials as renders it too tedious to enumerate.

In the FURNISHING DEPARTMENT of the Establishment will be found—

Gents' White Shirts, with Linen Bosoms and Bands; Fancy Regatta do.; Linen and Plain do. Shirts and Drawers; Linen Shirt Fronts and Collars; Fancy Regatta do.; Cashmere and Thibet Wrappers; Cravats, Silk, Neck and Pocket Handkerchiefs; Stocks, Scarfs, Opera Ties; Suede Stockings; Scarlet and Shaded Wool Comforters, Braces, Gloves, Gaiters, Carpet Bags, Hats and Cloth Brushes, &c., &c.; Glengarry Caps, Blue Bonnets, Scotch and Plaid Caps.

R. HUNTER.

P. S.—Garments made to order, in the most Fashionable style, at the shortest notice.

☞ No Second Price.—All goods marked in plain figures.

R. H.

November 7.

GLASGOW HOUSE.

The subscribers have received per ships "Highland Mary" from London, "Henry Holland" from Glasgow, "Speed" and "Olive" from Liverpool, their usual large and varied assortment of Fashionable Fall Goods.

BALLENTINE & BOWMAN would solicit an early call from their numerous customers, as they feel satisfied that the Stock of Goods now opening, will continue to show that the public have not been wrong in entrusting their interests into the hands of the Glasgow Establishment in the Market.

BALLENTINE & BOWMAN,

October 16. Glasgow House, King street.

MUTILATED ISSUE