[*From the London Shipping Gazette.*]

The Colonial Empire of Great Britain is the most surprising appendage that any nation ever possessed, and it has been repeatedly said that the sun never sets upon the dominions of England, but, great and important as her colonies were half a century back, they sink into insignificance when compared with our more recent colonies. Let us not be mistaken. Our older Colonies have been, and still ought to be, of inestimable value to Great Britain; but some of them we have altogether alienated—as the United States; others we have wantonly ruined—as the West Indies; and some of them we have sadly neglected—as Canada, Nova-Scotia, and New-Brunswick. If our North American Colonies—those which we still possess—escape ruin, if they exhibit a vitality which cannot be destroyed, it must not be attributed to the fostering care of their British parent, but to something inherent in their own nature, which rises above neglect, and bids defiance to indifference; and it is with pleasure we see such symptoms in the North American possessions of England. Our oldest Colonies on that Continent have long since shaken off the leading strings by which they were formerly trammelled; and, as soon as they got the perfect use of their own limbs they speedily became a great nation, rivalling the state from which they sprung.

It becomes a curious question to ask, why the British Colonies, those Provinces which maintained their allegiance to the Crown of England, have not been equally prosperous with those which revolted and set up a government for themselves? That they have not been so, is too well known; and the inevitable inference is, that there is something obstructive in the Colonial system of this country—something that chills, if it does not positively impede advancement. We have said, however, that our more recent Colonies exhibit a new feature which throws all former Colonial possessions into the shade, and places them altogether above the influence of the parent state, as far as their prosperity is concerned. We, of course, allude to those golden regions which have been discovered in Australia; and it may be interesting to take a glance at the strange and apparently unconnected chain of events through which Great Britain has acquired such an inexhaustable store of wealth as those regions promise to be. The annexation of Texas, by the United States, led to the Mexican war, and that war it was which put the same power into possession of California. For centuries California had been a Spanish Colony. It had shaken off the Spanish yoke, and had become an independent State, but none of its possessors even thought of looking for the precious metals there until the discovery was, we believe, accidentally made by the last comers, the Americans, when the fame of California, as a golden region, was soon spread abroad. In like manner England had been, for nearly a century in possession of Australia, or at least a part of it; and New South Wales, our earliest settlement, had become of great commercial importance to Great Britain as a wool-producing country; still, no one thought of any more valuable production being found there; and, perhaps, had it not been for the discovery in California, another century might have elapsed, and Australia still have remained a wool-producing and agricultural country only. Some geological features, however, were discovered, which so much resembled the gold regions of California, that curiosity and interest were roused. The search for gold began, and speedily rewarded the industry of those who embarked in the enterprise. The result has been the discovery of, literally, a golden region, such as no person could have supposed the world contained. That this store of wealth, in a young and rising country like Australia, will be of inestimable value, cannot be doubted. What effect it may eventually have upon this country we will not venture to predict, but it may prove a very doubtful acquisition.

From what is already known of the production of the Australian gold fields, insufficiently and unscientifically worked as they yet are, we shall not, perhaps, be much in error in estimating them to produce from £15,000,000 to £20,000,000 annually for the next few years. Should that amount find its way to England, as it has hitherto done with it, or to predict what the effect may be upon the social system of the country. We may, perhaps, be singular in thinking that, at the present moment, England is suffering under a plethora of wealth; this, we think, is shown by the low rate of interest which money commands. There must be many still living who remember when money could be safely invested at five per cent., and a man who had realised £10,000 could leave his family in possession of £500 a year, that could no longer be done: hence, we say, there is more difficulty experienced in a person providing for his children, or even for his own old age, than there was formerly. Besides, we cannot but think that the profits of mercantile business in all its branches, wholesale or retail, must be materially less than they were half a century since; it naturally results from the greater competition: and, if our views are just, it follows that a man may pass his whole life in trade, and still have insufficient to retire upon, if he can only get two or three per cent. interest for the money he may have realised. We cannot enter into all the considerations which this subject would suggest; but perhaps we have said enough to justify our opinion, that too great an influx of gold into the country is not to be regarded as an unmixed good, there must be some corresponding disadvantages.

SUSPENSION BRIDGE AT QUEBEC.—We have received a copy of "a Report on a Railway Suspension Bridge over the River St. Lawrence, near Quebec, made for the City Council, by order of N. F. Belleau, Esq., Mayor of Quebec, by William Sorrell, Civil Engineer." The report reflects the highest credit on Mr. Sorrell. It has been most carefully prepared. Three sites for the proposed bridge were surveyed—one near the River Chaudiere, about four miles from the mouth of Cape Rouge Creek, another from Durham Terrace to Point Levy; and a third from a few hundred yards above Cape Diamond to the opposite shore. The result of which surveys or examinations is that Mr. Sorrell sees the entire practicability of a bridge for railway and other travel, and "that too within the means at your (the City Council's) command. The site selected near the Chaudiere will require a bridge of three thousand four hundred feet. The plan proposed is a *Wire Suspension Bridge*, consisting of two massive towers of masonry, built in the river in twelve feet deep of water at average low tide: these towers to be in total height from their base, about 330 feet, and fifty-two by one hundred and thirty-seven feet square at the base *battering* regularly upwards; and they will be 1610 feet apart at their centre. The height of the roadway above high water is to be 162 feet; the roadway will consist of two carriage ways, each ten and a half feet wide in the clear, and a railway track of such width or gauge as to match the railways which may connect with it; the entire width of the road being 32 feet in the clear inside the parapet. Mr. Sorrell in his really interesting report shows how strong the bridge will be, tells how the towers can and should be built, alludes to the effects of ice, strength of anchors, loads which will come on the bridge and their effects, the durability of the structure, effects of lightning, and estimates the total cost at £765,317 10s. 1½d., which *may be paid for in only twenty years!* We must have this bridge.—*Quebec Chron.*

Speaking of a bridge near Montreal, the Montreal *Witness* says:—

"We have heard it whispered that the great English Company, which has contracted for the Canadian Grand Trunk Railway, may probably build a Bridge across the St. Lawrence opposite Montreal, and that the said bridge will, it is thought, be tubular. Should this be the case, besides its value in a useful point of view, it will, as a wonderful work of art, attract visitors from the whole continent,—and this is a subject about which cities think too little. What is it that supports half the boarding-houses, cabs, shops, &c., &c., in and Paris? Visitors, coming not to transact business wholly or chiefly, but to see sights; on the spot, they make purchases of as suit their wants or their fancy. It fore, be good policy for Montreal. Another commercial city, to form Botanical and Zoological Gardens, Observatories, Museums, Ornamental Cemeteries, Tabular Bridges, or any other objects, which combine attraction with utility, altogether independent of any direct profit to be expected from them."

The Observer.

Saint John, Tuesday, February 1, 1853.

ARRIVAL OF THE CANADA.

The *Canada*, from Liverpool, Sunday, 23rd ultimo, at ¾ o'clock, arrived at Halifax, at 7½ o'clock, A. M., on Friday last, with 32 through passengers.

There has been a steady demand for Cotton throughout the week, the sales reaching 58,390 bales, with an advance of fully ¼d. per pound in ordinary qualities, and ¼d. to ½d. in the better descriptions. The market closed more quietly in consequence of the Bank of England having rather unexpectedly advanced her minimum rate of interest to 3 per cent. The improvement in prices is owing to a reaction in public opinion respecting the extent of the crop, which few now believe will exceed three million bales.

In Manchester the demand for yarns and goods has been to fair extent at steady prices.

The Corn market is quiet and notwithstanding the continuance of bad weather the prices of Flour and Wheat are a shade lower. Indian Corn is dull at former quotations, 37s. per quarter for white and 34s. 6d. for yellow. White Wheat, 7s. 2d. to 7s. 8d. per 70 lbs. Baltimore, Philadelphia, and Ohio Flour, 28s.; Canada, 27s. to 28s.

The English news this week is almost a blank. Nothing has transpired in the political world worth chronicling. Gladstone has been elected over Percival for Oxford University. There is some talk that the Duke of Newcastle will succeed Earl Dalhousie as Governor General of India.

Apprehensions are evidently felt, though not admitted, of a *coup de main* of Napoleon III., against England. Among other symptoms it appears Government has been making enquiries of the various Railway companies how many men and horses and munitions of war they could convey to any specified point, in case of emergency. Arrangements are making also to have the regular troops and militia available at a moment's notice. A large militia station is to be formed near Birmingham, and no more regulars are to be sent from home at present.

LONDON, Jan. 20.—Considerable uneasiness has prevailed all this week with regard to the course the Directors of the Bank of England will adopt this afternoon in reference to checking the efflux of gold from this country to France, and by so doing arrest the wild speculations lately carried on at the Paris Bourse.

A Deputation from the Protestant Alliance, concerning the persecutions in Tuscany, had an interview yesterday with Lord John Russell at the Foreign Office.

LONDON, Jan. 20th.—*Release of a Fleet of Merchantmen.*—A fleet of nearly 100 sail of merchant vessels have been for some time wind-bound inside the Isle of Wight, and which have weighed anchor since the springing up of north-easterly winds.

The London *Daily News* expresses great confidence that, with Sir James Graham as First Lord of the Admiralty, and Mr. Bernal Osbourne as Secretary, something effective will at length be done in the way of naval reform. * * * Any apprehension that, as a naval power, France can compete with this country, would be idle. Nobody supposes that anything is to be feared, except from a surprise; and the preparations which demand to be watched with suspicion, are such as seem required less for actual naval warfare, than for the transport of troops. "With a good navy kept in proper seas," it is admitted, "England may safely rely upon security against hostile attack. English seamen are as gallant, as ready, and as patriotic as ever they were; and we have the best coal, the best iron, the best workmen in the world." Since the last vote for additional sailors, it is stated, volunteers have entered the Royal Navy at the rate of from fifty to sixty a day; showing that the Admiralty and the country need be under no apprehension on that score. "With our men, and our money, and the vast mass of *materiel* in our arsenals and dockyards, the only thing needed is good management."—*Pat't.*

In the Navy Yards the greatest activity prevails.

The celebrated trial of Archille vs. Newman is again before the Courts.

The Marco Polo has been advertised to sail again to Australia early next month—to carry only specie and passengers.

Last night Mr. Ingersoll was to dine with the merchants of Birmingham. The report of the dinner was not received.

Robert Ferdinand Pries, charged with the immense forgeries, has had a hearing and was remanded.

Nearly two millions sterling gold is reported shipped from Australia for England since previous advices.

Rev. Dr. Rice, of London, has committed suicide.

Sir Charles Lawrence, Governor of Falkland Islands, announces Guano discovered there.

Carlow Parliamentary election resulted in the return of Mr. Alexander, a Derbyite, over Sadlier.

EMIGRATION TO AUSTRALIA.—Twenty-eight ships left the port of Liverpool in the month of December last, carrying out 8200 passengers, of whom 800 were cabin and the rest steerage passengers.—The vast Eastern emigration sensibly diminishes that to America.

A NOBLE DAUGHTER.—The daughter of the late Mr. H. Hall, of Bridge Bottle-works, Sunderland, has recently waited upon her father's creditors and paid them 20s. in the pound, twenty-five years having elapsed since the bankruptcy.—*Sheffield Independent.*

THE EARL OF DERBY has ordered to be sold off all the farm stock upon his estates in Tipperary, and his Lordship is building commodious stone and slated houses upon every farm of fifty acres average, to be let in preference to English and Scotch agriculturists."—*Limerick Chronicle.*

Abd-el-Kader arrived at Syria on the 31st ult. in the Labrador. Free admission to the Dardanelles was immediately granted, and the Emir was admitted to an audience by the Sultan.

General Haynau was still at Florence on the 11th, caressed and feasted by the Italian aristocracy; and Francisco Madiai and his wife still in prison.

FRANCE.—News to the exclusion of all other is the Emperor's marriage to Mademoiselle de Montijo. This has taken all Paris by surprise, and was unfavorably received by the Buonapartists. The lady is a Spaniard, twenty-five years of age, and a blonde. She is grand-daughter of the British Consul at Malaga. Her mother was an Irish woman, named Fitzpatrick; her father was the younger son of a Spanish family, who fortunately, by death of elder brothers, succeeded to the titles of Count Montijo, Duke of Teba and Pernamando. Her sister is Duchess of Alba, and Mademoiselle is herself Countess of Teba. The proposals for her hand was formally made by the Emperor on Sunday last, and, of course, accepted. Next day, the happy bridegroom communicated to his Ministers that his determination was taken, and that it was a marriage of affection.

One report says that all the Ministers except one resigned, but the Emperor refused to accept their resignation. The Government statement is, that they assented, as did the diplomatic body. It is said the civil marriage has already taken place, and the religious ceremonial will be held on the 29th inst., on which occasion, also, Prince Napoleon Jerome, it is said, will espouse a grand-daughter of Marshal Berthier, the daughter of the Prince of Wagram. The Senate, Legislative Body, and Council of State, are summoned to-day, (22nd,) to receive a communication from the Emperor relative to his marriage.

Simultaneously with these matrimonial schemes, has taken place a disastrous fall on the Bourse, but the Government organs assert that there is nothing in the state of the country, either financially, commercially or politically, to cause distrust. They attribute the fall solely, and probably truly, to the check put to wild speculation, and say that when the reaction thus caused shall have restored things to a proper level, the Funds will be in harmony with what the *Pays* calls the general prosperity. Nevertheless, the Bourse, on Wednesday, the 19th, was more depressed than since the *coup d'état* of December. Prices were for 4½s on the 17th, 105 to 45; on the 18th, 105 to 110; on the 19th, 103 to 50; on the 20th, 77 to 90; on the 21st, 73.

PARIS, Jan 20.—Louis Napoleon has laid aside all idea of hunting after princesses, and has determined to raise to the Imperial throne a young lady whose principal qualifications for that high rank are her beauty and the admiration with which she has inspired His Majesty in the course of a personal acquaintance of "some months' standing," the beautiful Mademoiselle de Montijo, a young Spanish lady of high rank, who appeared in the highest circles of Parisian society. Setting the opinion of the world at defiance, he has determined to drop all considerations of rank and station, and to raise the beautiful Mademoiselle de Montijo to the Imperial throne. She is the daughter of a grandee of Spain, the late Duke of Penamando, and herself, in her own right, Countess of Teba. Her mother, the present Duchess of Penamando, more generally known simply as Madame de Montijo, is of Irish origin. Her name was Fitzpatrick, and her father was for many years British consul at Malaga, and she married a young Spaniard to whom she was much attached.

Twenty line-of-battle ships (screws,) eighteen frigates, and fifteen smaller ships of war, are building in the French Navy Yards. Napier, the shipbuilder of the Clyde, recently received orders for six Steam Frigates from France; but the British Admiralty cancelled the order, and gave him a similar order for England.

The Budget for 1854 presents an increase of fifty-seven millions of francs over that of '53.

M. Fould, who complained that he was not so well paid as some of the other great functionaries, many of whom have 200,000f. to 300,000f. of annual income, has had an addition made to his salary of 50,000f. Shade of Louis Phillipe, what changes!

An article in the *Manitour*, supposed to be written by the Emperor himself, complains bitterly of the Paris Correspondents of the London *Times*, *Morning Chronicle*, and *Advertiser*. Some see in it the commencement of a scheme to excite hostility towards England.

Government has before it proposals for three lines of trans-Atlantic Steamers—one to Brazil, another to the Mexican Gulf, and a third to New-York.

Accounts of floods in the Departments are deplorable; the Rivers Loire, Seille, Moselle, Arne, &c., had overflowed, doing great injury to the towns and farms along their banks. A severe storm happened at Dunkirk on the 15th. A mast with the American flag attached was seen floating at sea.

The whole Orleans property is now alienated, the year allowed for sale having expired.

St. Arnaud, rumour says, will be succeeded in the War Department by General Camobart. It is said that renewed attempts at fusion between Count Chambord and the Orleans Princes promise success. General Allonveau De Montreal is selected to succeed Gemeau at Rome. Gemeau is made Senator.

Paris merchants take stock this season, and business is therefore limited. The export trade is, moreover, checked by the determination of South American merchants not to purchase except at long credits. The rains have dulled retail trade, and the manufacturing towns exhibit marked depression in commercial matters since the beginning of the present month. The Paris Corn Market is unchanged since December. Business in the Departments is quiet, with barley, rice and oats, declining.

The Weather.—Prayers have been offered up in all the churches in the diocese of Nantes for propitious weather.

ITALY.—The Tuscan *Monitor* of the 13th officially contradicts the reported death of Francisco Madiai, and says, every body knows that the persons confined in the prisons of the Grand Duchy, are treated with kindness, humanity, and philanthropy.

A telegraphic dispatch from Vienna of the 17th, announces the death of Archduke Begnier, formerly Viceroy of Lombardy.

ROME.—Rome, as appears from a recent census, contains a population of 175,000, divided into 54 parishes, and amongst them are 29 Bishops, 1,280 priests, 2,092 monks and members of religious orders, 1,698 nuns, and 537 ecclesiastical pupils. In 1818 the population was 179,000, but was reduced by the revolution to 166,000 in the following year. The number of bishops in residence at Rome was 49 in 1846, the highest known; in 1849 it was, as now, only 29.

INDIA.—Details of Indian news add little interest to the telegraph already published. Great complaints are made of the inactivity of General Goodwin in Burmah. Pegu was captured by 1,200 men under Goodwin, while five months since Major Cotton took the place with 500, and would have kept it, had his instructions permitted. The intentions of the Indian Government are believed to be, to annex Pegu only, but competent authority strongly urge an advance on Ava.

Bombay markets report money in good request and rates moderate. Freights are higher and tonnage is scarce.

CHINA.—Hong Kong dates of 27th November, state that in the beginning of the month the rebellion was successful, but latterly, rumour states the Imperial troops had gained decisive advantages. Shanghae dates of 25th Nov. state that the import market is favorable, but Exports show a deficiency since July 1st of 2,000,000 lbs. on the previous year. Freights from Canton to New York, tea, $10.

AUSTRALIA.—The Overland Mail brings Sydney dates of Oct. 16; Melbourne of the 25th; and Adelaide, Nov. 6th. Flour, at Melbourne and Sydney, is from £10 to £17 a ton; the 4lb. loaf is 2s. 6d. Gold is from £3 7s. 5d. to £3 10s. 6d. per oz. A large immigration continued. The news from the diggings is of a mixed character, some are doing well, and many are dissatisfied. Farm labour is very scarce. Sidney papers apprehended a temporary inconvenience if breadstuffs do not arrive from America. The *Great Britain* steamship arrived at Melbourne, Nov. 12th. She left the Cape on Oct. 17th.

AUSTRALIA.—*Wages and Market Prices.*—In the Sydney labor-market, wages, though still high, have considerably fallen, in consequence of the large number of fresh arrivals. Even at Melbourne, a gentleman advertised for a light porter, and received no less than 150 answers to his advertisement. Wages throughout the gold colonies are less exorbitant, and labour of all kinds more freely offered. Mechanics of the better class, such as carpenters, wheelwrights, blacksmiths, ship carpenters, printers, &c., are getting at Sydney from 10s. to 14s. a-day.

New Mines.—The yield of gold in the diggings, both of Victoria and New South Wales, is still immense. Five new gold fields have been discovered in the two colonies, and intelligence had been received from New Zealand of extensive gold discoveries in that province. As the first of the newly-discovered localities, the *Goulburn Herald* mentions Boro, in the county of Argyle, at the distance of about twenty-four miles from Goulburn. It is now incontestably proved that the country all around Goulburn is highly auriferous. The next new field is Cunawang, where copper and lead had already been discovered. "At Cunawang," says the *Sydney Empire*, "there is a quartz vein in which gold, in considerable quantities, is plainly discernable with the naked eye. If the specimens we have seen are fair samples, this discovery is incalculably valuable. The Tuena gold field has advanced to the rank of "diggings" in the interval between this and the last mail. The largest yield which has as yet been obtained at Tuena amounted to twenty-four ounces, which a party of three cleared in one day."

In South Australia gold has been found at a spot twenty-five miles from Adelaide.

The Secretary of State has very wisely ceded the entire control of the revenue derivable from gold to the Legislative Council.

The prospects of the next harvest were excellent, not only in New South Wales, but also in Victoria, South Australia, and Van Diemen's Land. The farmers had succeeded in getting in a considerable breadth of wheat throughout all the principal grain-growing districts.

A motion had been made in the Legislative Council at Sydney for a grant of £6,000 per annum for three years to the first steam-company that shall establish a monthly line from Panama, and bring the course of post between Sydney and England within 130 days.

An intended extension of steam communication between England and the Australian colonies has been announced, under the title of "The Australian Direct Steam Navigation Company."

Intelligence has been received of the supposed existence of coal in considerable quantities at King George's Sound, Western Australia. If the quality should prove to be suitable for steam vessels, the supply will be of great importance to the Australian Mail Company, King George's Sound being their first coaling station on approaching Australia, and their last on leaving it.

Alleged Discovery of Gold.—Advices from Natal, dated the 8th Nov., announces that a specimen of quartz containing about two ounces of gold, had been left with a chemist at Pietermaritzburg, but no information could be obtained about it, except that it had been brough from Moot-river, by a Dutch settler, who desired to have it tested.

Remittances from the Gold Regions.—On Friday no less than 78 registered letters were received at the Limerick post office, all conveying remittances from Irish emigrants to their families and friends in the mother country, from Australia.

MECHANICS' INSTITUTE.—On account of the rain storm yesterday, the Hall of the Mechanics' Institute was not opened, so that the lecture, which Mr. Bole was prepared to deliver last evening, is postponed to Monday evening next.

☞ We are requested to mention that the Officers of the Institute have received a note from JAMES WHITMAN, Esq., Agent for the New York Exhibition now in preparation, stating that he will be happy to meet an audience at the Institute, and say what he can in favour of a "*British North American Representation at the World's Fair in New York.*"—FRIDAY next, at the usual lecture hour in the evening, has been appointed for this meeting. A general attendance of all who feel interested in this subject, and especially the Mechanics of the City, is expected.

ARRIVED AT AUSTRALIA.—The ship *Chebucto*, from Halifax, arrived at Port Philip, Australia, on the 9th of October, in 97 days passage; and the ship *Revenue*, from New York, arrived at the same port on the 14th October, in 102 days passage.—A number of young men from this Province went out passengers in these vessels, all of whom we are glad to learn have arrived safe in good health at their port of destination.

It rained hard all day yesterday. To-day the weather is mild, and though cloudy is pleasant. The streets and roads in town and country are covered with mud, and travelling consequently is very unpleasant.

The inhabitants of St. Stephens have given notice of their intention of applying to the Legislature, at the approaching Session, for the Incorporation of a Gas Light Company in that town.

Mr. D. McKay is building at East Boston a clipper ship of 3000 tons burthen, to be called the "Young America."

The steamship *Europa*, which left Boston on Wednesday, had on board 74 passengers from that place. After touching at Halifax and taking on board the Colonial mails and passengers, she sailed for Liverpool, at 2 P. M. on Friday.

The Bangor Courier says that the steamer *Admiral* will commence her trips in a few days, and touch at Frankfort, Me.

FREDERICTON, Tuesday morning.—A fine, clear morning; snow all gone. Thermometer at freezing point.—*Tel. to News Room.*

RAILWAY INTELLIGENCE.—Letters received by the last mail, bring the cheering intelligence that Mr. Jackson and his associates are earnestly engaged in the most active preparations for commencing the great work as early as possible. They have the material ready, are engaging men and procuring ships, &c., and will be on the ground ready to begin operations as soon as the season permits. They are determined to complete the line from the Bend to Shediac this summer, and we understand the iron for this portion of the road is purchased and will be shipped as soon as necessary. From the well known character of the contractors, it was only reasonable to expect that they would exhibit energy, skill, and a command of resources commensurate with the greatness of the work they have undertaken. Before the close of '53 we will have the waters of the Gulf of St. Lawrence and the Bay of Fundy connected, and one link in the great chain of inter-communication made perfect.

We understand that the Solicitor General of Canada, Mr. Jackson, and some others interested, waited on the new Colonial Secretary, and pointed out the great advantage to the Empire of having a Railroad from Halifax to Quebec, &c. It is confidently expected from the reply they received, &c., that the Imperial Government will assent to advance one-half of the cost of a road from Miramichi to the River DuLoup, to fill up the gap and complete the communication. The construction of this line is undoubtedly of vast Imperial importance.—*Freeman.*

THE "STAR OF THE EAST."—Those who have not yet visited this beautiful vessel, the most beautiful and magnificent ever built in this Province, should do so as soon as possible. She leaves in a few days and will probably never after visit this port.—*Ib.*

THE SUSPENSION BRIDGE.—The *New-Brunswicker* of Saturday gives the following account of the mode by which the strength of the Bridge was tested:—

In the first place, Mr. Light placed on the Bridge, in two parallel lines, thirty waggons loaded with bricks, each waggon with its load weighing full two tons. There was thus sixty tons of dead weight on the Bridge. Then three large and heavy waggons laden with bricks were hauled across the Bridge by horses, between the two lines of stationary waggons.—Each of these heavy waggons, with the horses attached, weighed three and a half tons—thus making seventy tons weight on the Bridge, of which ten tons were in motion. As the moving waggons passed between the stationary waggons on either side, the combined weight of the three waggons, as they came abreast of each other, was seven and a half tons; and in this way every part of the Bridge, from end to end, was found capable of bearing 7½ tons, of which 3½ tons were in motion. This test was most satisfactory, and then came the final trial.

The horses attached to the last three waggons were detached and led off the Bridge—then the whole of the waggons on the Bridge, between 60 and 70 tons dead weight, were set in motion by stationary power at each end, and all of them were moving at one time! They were then hauled off the Bridge, one half at each end, and the trial was pronounced complete.

When the heaviest weight was upon it (70 tons) its greatest deflexion was just nine inches in the centre, about equal to the amount of crowning, which brought the roadway on a dead level all the way across. When the weight was removed, the Bridge instantly sprung back to its crowning, and was found not to vary the hundredth part of a foot from what it stood at before the trial! The Bridge has since been carefully examined, and not a pin, bolt, strap, screw, or any portion of the wood work has been found in the least deranged. All is perfect.

Mr. Light before subjecting the bridge to these tests, had previously subjected the wire and suspension rods to various trials, in order to ascertain their breaking strain; and from several trials, he became perfectly convinced that the bridge was capable of bearing at least 140 tons.

It is estimated that a regiment of one thousand men, with their arms and equipments are equal to 64 tons—and this will give some idea of the strain to which the bridge was subjected on Thursday.—*New-Brun.*

Mr. Light's report to the Government will, of course, be quite conclusive as to the strength and sufficiency of this beautiful structure, if any of the Members of that body had any doubts on the subject, and we presume the grant of £2000 from the Province will now be paid, and the Company assume the charge of the undertaking.

We learn that it is intended to open the Bridge in a formal manner, with appropriate demonstrations.

We understand that a petition is to be laid before the Legislature, praying that the sum of £500 may be granted to make a good road on either side of the Bridge; and we are of opinion that the money could not be granted for a better purpose.—*Courier.*

THE SUSPENSION BRIDGE.—We learn with much satisfaction that the Officers and Directors of the St. John Mechanics' Institute have promptly agreed to take charge of the necessary arrangements for a public procession on the occasion of opening the Suspension Bridge. The time named for the procession is Tuesday next; the various companies, societies, and public bodies are to assemble on King's Square, at 2 P. M. on that day, weather permitting. Invitations have been issued by the Directors of the Institute to all who may wish to take part in the procession; and it is hoped that early answers will be sent in, so that the programme may be arranged and published as soon as possible.—*New Br.*

MELANCHOLY ACCIDENT.—On Monday evening at ten o'clock, a woman about sixty years of age, named Margaret Reynolds, residing in Portland, was burnt so severely as to cause her death. It appears that Mrs. R. had been left with a child at home in bed, early in the evening, by her daughter and son-in-law, and that she had got up to get a drink, when her clothing came in contact with a heated stove and caught fire. One of the Portland Police hearing an alarm, broke into the house and succeeded in extinguishing the flames; not, however, until the poor woman was most seriously injured. She lived in the most intense pain until the following morning, when she expired. An Inquest was holden on the remains before Dr. Wm. Bayard, Coroner, when a verdict of "Accidental death by burning" was found by the Jury.—*Tem. Telegraph*

DEATH OF A PUBLISHER.—We regret to learn that Mr. James P. A. Phillips, long the Proprietor and Publisher of the *Head Quarters*, died at Fredericton on Thursday morning. The deceased has left behind him a good and honest name. His paper was always conducted with courtesy towards contemporary journals, and was looked upon with much respect by a large and respectable class of society. There has been nothing rude or boisterous in the *Head Quarters*, so long as we have known it; and we hope that the mantle of the late proprietor will fall upon the shoulders of others of equal taste and judgment—of which we have no doubt.—*St. News.*

The unsuccessful are seldom honored, but the cases of Kossuth and Meagher are exceptions to the general rule. The respect shewn to them in the United States has been owing not to what they have done, but to what it is supposed they would have done had they had the power. The conduct of Meagher however under the great load of public applause heaped upon him by "free America," contrasts most favorably with that of Kossuth. The Irish "patriot" is modest, while the Hungarian was boastful. The first never seems to forget that he is an escaped exile, the second could never bring himself to believe that he was other than the Governor of Hungary and kept about him a suite of attendants.

Mr. Meagher we perceive by the Boston papers, of 26th January, has been on a visit to the City of the Pilgrims, and has been rapturously received by his countrymen.—*Quebec Chron.*

GREAT DELIVERY OF AUSTRALIAN GOLD AT THE BANK OF ENGLAND.—The Australian, screw steam ship, arrived with her valuable freight at Blackwall, between two and three o'clock on Saturday afternoon, and was immediately boarded by Mr. Superintendent Evans, of the Thames police, acting under the direction of the Commissioners of Police, and a party of river constables, for the protection of the bullion on board. The Australian entered the East India Dock the same evening, and was hauled to the west quay in the import, for the purpose of discharging the bullion. A party of the Thames police remained on board till yesterday morning, and no persons but the officers of the ship and the directors of the company to which she belongs were allowed to remain in the vessel. Many attempts to board the ship by gentlemen of undoubted respectability in the mercantile world, who were impelled by motives of curiosity, were repulsed by Mr. Evans and his men, who never relaxed their vigilance until all the gold, consisting of about 400 packages, weighing nearly ten tons, was delivered over the quay, and deposited in two covered ten wagons of the East and West India Dock Company. These wagons were barred and locked, and at one o'clock they left the dock for the Bank of England, under an escort of mounted police, commanded by Superintendent Steed, of the H, and Superintendent Howse, of the K divisions. Each wagon was drawn by three horses, and they proceeded without interruption until they reached Lime-house Church, where the off wheel of one of the wagons came off, which caused a detention of three quarters of an hour. An immense crowd soon collected on hearing that the gold wagons were on the way to the Bank. The wheel having been replaced and again fixed to the wagon, the procession again began moving amidst loud cheering from the assembled multitude, and no further accident took place. The wagons, containing the most valuable freight that ever entered the Bank of England at one time, arrived there about three o'clock, and the gold was safely deposited in the coffers of the establishment.—*London Patriot.*

A YOUTHFUL PARTY.—Six admirals dined together last week at Portsmouth, and their united ages amounted to 556 years. The youngest of the party, who was not more than 73, is anxiously waiting for his turn to be called into active exercise. It is strongly feared by his friends, however, that his age will stand materially in his way, as he is considered far too young at present to be appointed to any responsible post. The other admirals join their ships (gout permitting) in a few days.—*Punch.*

The first Imperial Ball at the palace of the Tuileries took place on the 12th of January. The saloons of the palace since they were last opened have been repaired and greatly ornamented, so that the display was entirely splendid. The throne room was most magnificent. There was a most numerous attendance, particularly of foreigners and especially English. The invitations were given for 9 o'clock but the company begun to arrive before that hour. The dancing began at 10, and was continued to 12, when the emperor led the way to the supper room. The Emperor danced with Lady Cowley, the Princess Mathilda and the Countess of Toba, one of the most beautiful women of Spain. The feast was laid in the theatre of the Palace which was richly decorated for the occasion, where 40 round tables were laid each provided with accommodations for 14 persons. The ladies supped first and the gentlemen after. At 2 o'clock the dancing was resumed.

GOLD AND SILVER HAIR POWDER.—Among the revival of old fashions, and the production of novelties in dress, the Paris letter writers mention that some ladies, in the fashionable world, who wish to make a sensation, have revived the fashion of wearing powder in the hair. Others carrying the matter still further, have made this fashion more costly by adopting gold and silver hair powder, gold for brunetts and silver for blonds. The Courrier des Etats Unis says, that "this is not a newspaper illusion or a simple project, it is a fixed fact The trial has been made, and sparkling powders have glittered at the Italian Theatre. Several belles have appeared in the first boxes, with their hair so powdered.

The French government has contracted with Messageries Nationales and M. Levassur for fifteen trans-Atlantic screw steamers of 1000 tons, to ply between Cherbourg and ports in America.

The Baltic is open at Riga. A ship has been chartered for London. Unprecedented weather has been experienced there.

SOCIETY ISLANDS.—By late arrivals from the Society Islands,—date not given,—we perceive the French are gradually strengthening their position and consolidating their power in that quarter, with the evident intention of building up a permanent colony and establishing a military and commercial depot on the Pacific. They have a large fleet in the neighborhood; maintain a respectable military force in garrison; have established a regular interior and foreign trade; constructed a marine railway for the repair of vessels, and are fast making a civilized country of it. Doubtless their settlement there is but the entering wedge for further accessions to their possessions in the Pacific. An expedition was about to be dispatched from Tahiti to chastise the savages of the Navigator Islands for their insults to the missionaries and the French merchants.

THE GREAT WORK ACCOMPLISHED.—We learn that the rails on the whole line of the Atlantic and St. Lawrence Rail Road from this city to Island Pond, the point of junction with the St. Lawrence and Atlantic Rail Road, are laid, and that the locomotive has passed up to that point and back.—The last rail was laid late on Saturday night.—*Portland Adv.*

A Caloric Engine on the Ohio.—We are informed that a responsible business house in this city has contracted for the building of a first class packet boat, to run hence to St. Louis or New Orleans, which is to be propelled by a caloric engine. All honor to the men who first introduce Ericsson's engines on the Ohio.—*Cincinnati Gazette*, 25th.

FROM OREGON.—We have dates from Oregon to Dec. 4. There was much ice running in the Columbia river, and the bark Ocean Bird and brig Hodgden were frozen in near the mouth.

The Legislature was in session, but was doing nothing of importance.

The English steamer from Queen Charlotte's Island arrived at Puget's Sound, with Captain Renney and crew of the schooner Susan Sturgis. The crew were taken prisoners by the Indians, but had been bought by the Hudson Bay Company.

Mr. CLINTON BOYLE, nominated to a commission in the 38th Regiment of Foot, passed his examination at Sandhurst on Tuesday last.—*United Service Gazette, Jan. 15.*

ANNUAL REPORT
of the Ladies' Benevolent Society,
For the Year ending 31st December, 1852.

"Blessed is he that considereth the poor; the Lord will deliver him in time of trouble."—Psalm xli.

Subscriptions during the Year.

Mrs. Armstrong,	£0 10 0	Mrs. W. H. Robinson,	10 0
Chipman,	1 0 0	J. M. Robinson,	5 0
R. W. Crookshank,	10 0	Rawleigh,	5 0
Daniel,	10 0	Mr. J. R. Ruel,	10 0
Davenet	10 0	Mrs. W. J. Starr,	5 0
L. Deveber,	5 0	Scovil,	10 0
Mr. Daniel,	10 0	Shardee,	5 0
Mrs. Elliott,	5 0	W. H. Scovil,	5 0
A Friend,	1 5 0	H. B. Smith,	10 0
Friend,	15 0	A. Stewart,	5 0
Mrs. Frith,	5 0	Miss Simonds,	10 0
Mr. H. W. Frith,	5 0	Mrs. W. Scovil,	5 0
Mrs. Gray,	5 0	Miss Thomson,	10 0
R. L. Hazen,	7 6	Mrs. Thorgar,	5 0
Hersey,	5 0	Taylor,	5 0
Miss Hazen,	1 0 0	T. E. G. Tisdale,	5 0
Mrs H. Johnston,	10 0	Tilley,	5 0
W. Jack,	5 0	White,	5 0
Millidge,	10 0	T. Walker,	5 0
T. E. Millidge,	5 0	E. Wiggins,	5 0
Noyes,	5 0	Worster,	5 0
Judge Parker,	2 0 0	Mr. J. White,	5 0
Mrs. Parker,	10 0		
R. Parker,	10 0		£20 12 6
D. Robinson,	10 0		

Mr. Lawton, materials for Clothing, £1.
Mr. J. Kinnear, in Groceries, £1.
Mr. Jardine, ditto, 10s.
Mr. Patton, Clothing, 7s. 6d.

Treasurer's Account for 1852.

—Dr.—

To Balance from last year,		£17 7 10
Subscriptions as above,		20 12 6
		£38 0 4

—Cr.—

By expended during 1852—		
For Bread,	£3 2 2	
Wood,	1 18 0	
Groceries,	2 15 0	
Materials for Clothing,	3 7 6	
Making up same,	2 12 9	
Small sums of Money given away,	5 2 3	
		18 17 8
Balance to 1853,		19 2 8
		£38 0 4

L. KINNEAR, *Trens. & Sec'y.*

N. B. Editors of City papers will confer a favor by inserting the above.

MARRIED.

On the 31st ult., by the Rev. I. W. D. Gray, D. D., Mr. George Taylor, of the City and County of St. John, to Miss Jessie Taylor, of the same place.

On the 25th ult., by the Rev. Mr. Lee, Mr. Geo. Wadman, of Prince Edward Island, to Letitia, daughter of the late Mr. James Mahood, of Petersville, Q. C.

On Monday evening, by the Rev. S. Robinson, Mr. William Graves, of this city, to Miss Catharine, eldest daughter of Mr. Charles Stoker,