The Observer.

SAINT JOHN OCTOBER 22, 1850.

From papers by the English Mail of the 5th inst. per steam ship *America*, we gather the following intelligence.

Money continues abundant, but the rate of discount is without change.

Queen Victoria and the Royal Family were to leave Balmoral on their return to England on the 10th inst. They would arrive at Holyrood Palace to pass the night, and proceed to London the next morning.

Preparations for the grand exhibition in London appear to be growing more active in England, and the building in Hyde Park, is going forward rapidly.

Sir William Gomm, the newly appointed Commander in Chief for India, and Lady Gomm, have left London for Paris, on their way to Trieste, where they will take the steam packet for Alexandria, en route to Calcutta, to assume the command of the forces in India, in the room of Sir C. Napier, resigned.

The census of Great Britain is to be taken on the 31st of March, 1851.

The political news is unimportant. There is a great stir in ocean steam navigation and electric telegraphs. The proposed railway from Halifax through Maine has completely aroused the friends of Galway. The directors of the great Southern and Western Rail Road are about laying a line of telegraph between Galway and Dublin.

The Government also appears to be very anxious in the matter, and have had surveys made for ascertaining the capability of Galway—all of which prove most favorable. The keel of a suitable steamer to run from that station is already laid. The papers, both English and Irish, are full of the subject.

The City of Glasgow steamer has been bought for the Liverpool and Philadelphia line, and with another to be called the City of Philadelphia will form the nucleus of that enterprise.

It is stated that the Cunard new line of screw steamers will run between Glasgow and New York.

The war in the Duchies has been renewed with considerable vigor. The Holsteiners thus far having the advantage but without bringing about any very important result.

ENGLAND.—The commissioners appointed by Government to make a survey of Galway harbor, having reported favorably, there appears to be a growing belief that ultimately that port will be decided upon as the point from whence the North American mails will be despatched. The London Times and Chronicle are urging on the government the adoption of some port on the western coast of Ireland as a port for the steamers to touch at for the receipt and transmission of the latest and earliest intelligence between the two hemispheres, but those two journals do not appear to favor the idea of making Galway the terminus of the Royal Mail line.

The Rev. George Edward Hollest, perpetual curate of Firmley Grove, a highly respected clergyman, was brutally murdered at Firmley, a quiet village in Surrey, during the night of Friday the 27th Sept., having been shot by one of a gang of ruffians who had entered his house with a burglarious intent. After lingering in great suffering, he expired in a state of unconscious exhaustion at 20 minutes after eight o'clock, on Sunday evening.—Three villains have been apprehended, charged with the perpetration of the foul deed.

News from the Franklin Expedition.—Dispatches have been received from Sir John Ross, stating that on the 13th of August, three Esquimaux were found on the ice of Cape York, and on being questioned, they stated that in the winter of 1846 two ships were broken by the ice in the direction of Cape Dudley Digal, and afterwards burned by a fierce tribe of natives; that the ships in question were not whalers, and that epaulettes were worn by some of the white men; that part of the crews were drowned; that the remainder were sometime in houses or tents, apart from the natives; that they had guns, but no balls, and that being in weak and exhausted condition, they were subsequently killed by the natives with darts or arrows. The paper from which the above is copied says that there is good reason to believe that the whole story is a gross misconception, but what those reasons are is not stated.

The American ships Advance and Reserve had penetrated as far as any squadron, and at the departure of the last advices the Advance had got aground, but no serious injury was apprehended.

Suppression of the Slave Trade.—It is stated that the government has in contemplation the construction of a powerful squadron of steamers for the African coast, with the view of employing them to carry a monthly mail, and to act upon the slave prevention service. It is proposed that the fleet shall consist of forty vessels, and that one shall be detached from the station along the coast monthly, to come home and return with the mails, thus establishing a regular monthly communication with the African coast, and effectually crushing the slave traffic.

THE SLAVE TRADE.—As a specimen of the futility of our present African coast blockade to suppress the traffic and import of slaves into Brazil, a correspondent of the Times furnishes an extract from a Bahia paper, the Seculo, from which it appears that the sloop Give Sol arrived there on the 1st July with 190 slaves; on the 7th the luggar Polka arrived with 174; and on the 21st the sch'r Fe arrived with 350! And all without the slightest interference on the part of the police.—*Liverpool paper, 5th.*

MUNIFICENT CHARITY.—£45,000 in money and land has been assigned over to trustees by Miss Howard, of York-place, London, for the following uses:—To erect 21 houses on her property at Pinner, near Harrow, in the form of a crescent: the centre house for the trustees; the other 20 houses for the sole use of 20 widows, who are to occupy them free of rent and taxes, and to receive also £50 a year, or more if the fund will allow. The widows of naval men to have the preference, then those of military men, and lastly, those of clergymen. None but persons of good character to be eligible; the parties to be selected, or dismissed for misconduct, by the trustees.

Departure of a Merchantman from Scotland for San Francisco.—On Tuesday the Queen of Sheba, a splendid new ship, left Leith dock with cargo and a few passengers for San Francisco. This is the second vessel which has left this port for that quarter. The Queen of Sheba, besides a large quantity of miscellaneous goods, has on board about three hundred tons of coals. On Monday a beautiful little steamboat, between thirty and forty feet long, steamed over from Belfast on purpose to be taken on board as freight, but, although £130 was offered to take her out, the captain found it impossible to receive her on board. In fact, large quantities of goods for which she had no room have been left on the quay.—*Greenock Advertiser.*

The Bishop of London addressed a letter of remonstrance to the Queen, for not having a clergyman of the Established Church in her suite while on her present tour, and for attending a Presbyterian place of worship at Balmoral. A reply was sent to the bishop, expressive of her Majesty's disapproval of such interference, and observing that her Majesty had not stepped out of her duty in attending public worship in the Established Church of Scotland.

Two delegates of the Maromte population have arrived in Paris. They have come in the name of their countrymen of the Libanus to ask the French government for a grant of land in Algeria. This population has always been regarded as honest and industrious colonists, and their introduction into Algeria must be considered as highly desirable.

SHIPS, ROADS, RAILWAYS, CANALS.—There are employed in the yearly transit of Great Britain with the world and with her own shores, 33 672 sailing vessels and 1110 steam vessels, employing 236 000 seamen. Calculating the value of each ship and cargo, as the value has been estimated before Parliament, at £5000, we have an aggregate value, sailing vessels, steamers, and their cargoes included, of £173,910,000. Further, supposing that the yearly wages of the seamen, including officers, was £20 per head, the amount paid in wages would be $1,720,000. The Railways now in operation in the United Kingdom extend 6000 miles, the cost of their construction, paid and to be paid, having been estimated at upwards of £350,000,000. Last year they supplied the means of rapid travel to above sixty-three millions of passengers, who traversed above a billion of miles. The receipts for the year approached 11¼ millions of money, and nearly three quarters of a million of persons are dependent upon them for subsistence. The turnpike and other roads of Great Britain alone, independently of Ireland, present a surface of 120,000 miles in length, for the various purposes of interchange, commerce, and recreation. They are maintained by the yearly expenditure of a million and a half. For similar purposes the navigable canals and rivers of Great Britain and Ireland furnish an extent of 4850 miles, formed at a cost of probably £35 000,000. Adding all these together, we have of turnpike roads, railways, and canals, no less than 130,000 and odd miles, formed at an aggregate cost of upwards of £386,000 000. If we add to this the £54,250,000 capital expended in the mercantile marine, we have the gross total of more than £440,000,000 of money sunk in the transit of the country. If the number of miles traversed by the natives of this country in the course of the year, by sea, road, rail, river, and canal, were summed up, it would reach to a distance greater than to the remotest planet yet discovered.

KOSSUTH, &c.—The Hungarian refugees have received permission to quit the Turkish Territory, when the term of location is over.—Kossuth, it is said, applied to remain at Constantinople. The Divan is undecided on this point, which might give rise to complications.

In consequence of the disturbance which took place at Hanover during the stay of Baron Haynau, 36 persons have been arrested and condemned to pay heavy fines. Among them are several foreigners, who are to be expelled from the country as soon as the fines are paid.

FRANCE.—M. Presigny, a warm personal friend of the President, has paid a visit to London, with, it is said, some political object in view.

Madame Poitevin, the wife of the well-known aeronaut, a few days ago, at Paris, made a balloon ascent from the Hippodrome, on the horse which her husband employs. She was dressed in a riding habit, and before starting, paraded round the Hippodrome. She rose slowly, amidst the applause of the spectators. Her husband and another person were seated in a car placed above her.

SPAIN.—The Cuban expedition is to sail on the 15th inst.—The Caledonia and Hibernia, formerly belonging to the Cunard Company, are to be immediately placed upon the route between Cadiz and Havana. The Cambria will also be placed upon that route as soon as circumstances will admit of her being detached from the Royal mail line.

ROME.—Letters of the 24th ult. state that the Pontifical States are to be divided into five provinces or departments, under the names of Rome, the Maratime Comarque, the Marches, Umbria, and the Romagna. Each province is to be placed under the government of a cardinal, who will have extended powers. The other functionaries will be laymen.

INDIA.—Advices from India by the overland mail reached London Oct. 3. They are from Bombay to August 31, and from Calcutta the 19th. A trial lately took place at Calcutta of an officer, Captain Cheine, for libel, on the suit of Col. Marshall. The libel was contained in a letter addressed by the Captain to the Commander-in-Chief. The Court gave damage to the amount of 2000 rupees, and the Company have discharged the Captain from the service. The Governor General and Lady Dalhousie were at Simla or at Chenee, a mountain village in the vicinity, as was also Sir Charles Napier. The latter was expected to arrive at Bombay in November, on his way to Europe. The project was revived of removing the monster Beejapore gun, weighing upwards of 40 tons, to England. Civil war was still raging in the Nizam's territories. The Punjab is perfect'y tranquil.

CHINA.—The English Government has been in communication with the Court at Pekin. The nature and objects of the communication have not yet transpired.

The Emperor has called together some of the leading men of the Empire, to consult with them in relation to some questions which he deems of vast import.

Through the tact and energy of Bishop Smith, the Missionaries of the Church of England had secured a residence in a heathen temple within the walls of Fuh Chan. There was great excitement among the people on this account, and a guard of eighty soldiers had been sent to protect the premises.

Rev. Mr. Loomis, Seamen's Chaplain, had just returned to Whampoea, after a visit to Shranghae and the other open ports of the coast. He will shortly publish a review of the present state of omissions at the different ports, also some established facts respecting Mr. Gutzlaff and his Christian Union.

The Committee appointed by the different missions to translate the Old Testament Scriptures into Chinese, were to meet at Shranghae in September. The work will require at least five years of joint labor.

THE ARCTIC EXPEDITIONS.

By arrivals from the arctic regions, we are furnished with interesting information of the progress of several of the ships which are engaged in searching for traces of the expedition of Sir John Franklin. The North Star, which sailed from England in May, 1849, with provisions for Sir John Franklin and his expedition, having reached the vicinity of Melville Bay, in the northerly part of Baffin's Bay, got entangled in drift ice as early as July 29, from which she escaped only so far as to be able to come to anchor in a small bay, to which the name was given of North Star Bay, in Wolstenholmes Sound, lat, 76 33 North, lon. 68 56 West. This is said to be the most northerly point at which a British ship has ever wintered. She was there confined until the 1st of August of the present year, when she again proceeded to sea, and entering Lancaster Sound and Barrow's Straits, attempted to land her stores at Port Bowen, and Port Neale, but not succeeding in this on account of the ice, which prevented her approach, she landed them at Navy Board Inlet, lat. 73 44, lon. 80 56, indicating their position by a flag staff and a black ball. The North Star arrived at Spithead on the 28th Sept., bringing no tidings of Sir John Franklin.

On the 2d inst., the ship Prince Albert, the latest of the vessels which has sailed from England in search of Sir John Franklin the present season, arrived at Aberdeen. She is the first vessel which has produced any authentic proof of having been in the track of the expedition of which she was in search. She sailed from Aberdeen, June 5, and was consequently absent less than four months.—She arrived off Cape Farewell, July 2d, on the 19th entered the ice, and on the 21st came up with Sir John Ross in a labyrinth of ice. She proceeded up Lancaster Sound and Barrow's Straits, fell in with most of the English ships in those seas, and also with the American brig Advance, sailing some time in company with her, and attempted to enter Prince Regent's Inlet and Wellington Channel.—She left the Advance aground near Cape Reilly, at the entrance of Wellington Channel, though not in a situation supposed to be dangerous. Commander Forsyth, in his official letter to the Lords of the Admiralty, says that "traces of the missing expedition under Sir John Franklin have been found at Cape Reilly and Beechy Island, at the entrance to the Wellington Channel. We observed fire-places, where tents had been pitched, or stones placed, as if they had been used for keeping the lower part of the tents down, also great quantities of beef, pork, and birds' bones, a piece of rope, with the Woolwich naval mark on it (yellow), part of which I have enclosed." Having entered Wellington Channel, and examined the coast as far as Point Innis, and finding no further traces of the missing vessels, and finding it impracticable to penetrate further to the Southwest, Com. Forsyth returned to Prince Regent's Inlet, and again finding no opening there, the season being near at hand when the ice begins to form, and his vessel not being of a strength which would enable it to resist a heavy pressure of ice, he resolved on returning without further delay to England, after examining a number of points along the coast.

The story obtained from three Esquimaux Indians, through two very imperfect and questionable translations, by means of an Esquimaux interpreter and a Danish sailor, of the breaking up of two ships and the subsequent destruction of the survivors of their crews, is pretty fully proved to be fabulous. Despatches from Capt. Ross, Capt. Omnanney, Capt. Penny, and Commander Phillips, received at the Admiralty, are published, containing narrations of their respective voyages, and a particular account of the Esquimaux revelations above alluded to.—*Boston Daily Advertiser.*

THE RAILWAY.—The Halifax *Recorder* of Saturday, publishes the following Dispatch from Earl Grey, in reply to one from Sir John Harvey, on the subject of Government assistance towards the erection of the European and North American Railway. Earl Grey, while he states that the project is favorably viewed by the Ministry, declines recommending any Government measure for pecuniary assistance towards its construction, as sought for by Nova Scotia.

The *Recorder* says—"This is cause for deep regret, and for a variety of reasons. It behoves our Rulers now to decide what course shall be adopted in such an emergency. Shall we fold our arms in despair, and sullenly abandon the project—shall we turn elsewhere and seek in some other quarter that aid and countenance which the fatherland refuses, or shall we return to the Minister of State, and, in language incapable of misapprehension, distinctly announce the probable effects such an ungenerous refusal is well adapted and all but certain to produce on the Colony? We pronounce for this latter course. Let some clear-headed, capable man, proceed forthwith to Downing Street, and there for this people speak, "in words that burn," the destiny which England is carving for her Colonies. Let it be done, say we, and that right early. Before the Legislature is convened, let the Government select the most efficient man in their Cabinet, and, if they choose, associate with him some equally capable man in the Opposition, thoroughly pledged to the Rail Road, and their views of carrying it on;—let such a deputation at once hie to Downing Street, and fairly and manfully expound our views and our feelings as Colonists in relation to the subject. But the deputation should go *at once—the very next Packet*—in order that some measure may be matured to lay before the Legislature at the earliest moment of the Session. If the capital for building this Rail Road is not to be obtained in England, it can and *will be obtained* in America."

COPY OF A DESPATCH RECEIVED VIA NEW YORK.

Downing Street, 21st September, 1850.

SIR.—In acknowledging your despatch, No. 190, of the 29th ult., on the subject of the projected Line of Railway from Halifax to Portland, in Maine, I have to express my entire approbation of the degree of support and encouragement given by yourself and the Provincial Administration to this important undertaking.

2. I regard the work as one calculated to be of the highest service to Nova Scotia and New Brunswick, and instead of considering it as likely to endanger, by competition, the still more important scheme which has been proposed for connecting Halifax and Quebec, I believe that it is likely to prepare the way for the execution of the latter, and that it will contribute to the same end, namely, that of rendering Halifax the great Port of communication between the two Continents of Europe and America.

3. But, while I am most anxious to promote the success of this enterprize, I regret that the same reasons which have hitherto prevented Her Majesty's Government from recommending to Parliament any measure for affording pecuniary assistance towards the construction of the Quebec Railway, will, probably, stand equally in the way of their advising the guarantee of a Loan for the scheme now in contemplation.

I have the honor to be, &c. &c. &c.

(Signed) GREY.

Lt. Governor SIR JOHN HARVEY, &c. &c.

GYPSUM.—An extensive field of pure white Gypsum, in the Parish of Hillsborough, Albert County, is about to be opened and worked by Mr. Fowler, of the Lubec Plaster Mills. It is stated to be superior to any gypsum found in America, except at the Magdalen Islands, and will probably come into extensive use for stucco work and divers other purposes.

Great excitement continues to prevail among the coloured people, and advocates of freedom in various parts of the Northern States, in consequence of attempts to capture fugitive slaves. Much trouble is anticipated.

Dr. Bartlett, the well known Editor and Proprietor for a long period, and in its most flourishing state, of the New York *Albion*, proposes to publish a paper in London, to be called the *Colonial Advocate*, which is to be devoted to the welfare of the colonies.

THE RICE HARVEST.—The Savannah Republican of the 14th states that the rice of the new crop is now all cut. The crop is most abundant, and the grain of a superior quality.

NEW HOTEL.—"*Waverley House.*"—A new Hotel will be opened on the 1st of November, in the new Brick Building near the head of King street, (North side,) owned by Stephen Wiggins, Esq., which has been taken by Mr. James Williams, of this City. It is a magnificent building, containing about fifty spacious apartments, which are exceedingly well laid out; and as we have no doubt that travelling will very soon increase to a great extent, especially when we get the Railway a-going, we are of opinion that the House will be well supported, if it be properly managed, as nothing appears to be wanting in the interior arrangements to secure the comfort of its residents. On Thursday evening last the worthy proprietor of the building performed the ceremony of christening it in the presence of a numerous and fashionable company of ladies and gentlemen, who had been invited for the occasion, and for whom an elegant entertainment was prepared. He was assisted by one of our leading public gentlemen, who announced, in a very neat speech, that it was to be named the *Waverley House*, which appeared to give general satisfaction. We wish the House every success, as we learn that neither trouble nor expense will be spared to render it comfortable to those who may patronize it.—*Courier.*

☞ Mr. Williams' advertisement of the opening of the "Waverley House," will be found in another column.

THE CUSTOM HOUSE.—The Home Government, with the view of reducing the Imperial expenditure in the Colonies, sent out a despatch by the last mail, informing the Controller of Customs at this port, that two of the officers here, viz., Messrs. Forster and Deblois, are to be placed on the redundant list, consequently only three will remain in the department—Mr. Grant, our present popular Controller, and Messrs. Edman and Smith. A similar reduction has also taken place at the other Custom House Establishments in the Province. Mr. Forster will carry with him the good feeling of this community, which his obliging disposition in performing the duties of his office, has justly gained.—*New Brunsw.*

At Miramichi, (says the Courier,) Mr. Swayne, the present Controller at that Port, is the only officer retained, & Mr. Henry Wright has, therefore, become redundant. Mr Douglas Stewart, the Deputy Treasurer at Dalhousie, has been appointed Controller there. Mr. John Miller, the Dy. Treasurer at Bathurst, has been appointed Controller at that port. Mr. Weldon, the Deputy Treasurer at Richibucto, has been appointed Controller there, in the room of Mr. Hocken, who becomes redundant. Mr. Carter, the Deputy Treasurer at Dorchester, has been appointed Controller there, in the room of Mr. McKeddie, who becomes redundant.

INCENDIARISM.—On Wednesday evening some malicious scoundrel made an attempt to set fire to a wood shed in rear of a dwelling house, in King St. owned by Mr. J. Fisher. He was fortunately frustrated in his design, for before the fire made much progress it was discovered by the servant girl of one of the families living in the building. There can be no doubt that the villain who made this attempt, was the same who set fire to Mr. Fisher's new ship, in Lower Cove, a few weeks since. If the fire had got under way it would have caused great destruction of Property in spite of the efficiency of our Fire Department. The authorities should take immediate steps to discover and punish the perpetrator of the diabolical deed.—*Temperance Tel.*

The corporation of Buffalo, says the *N. Y. Herald*, have presented to the Mayor and corporation of Toronto, six superb snuff boxes, that for the Mayor is of Gold, the others of massive silver, in consideration of the kind and hospitable attention shown to them while on a visit to Toronto. This speaks well for all parties concerned.

The Miramichi Gleaner says—"Several vessels have been built at this port, by special contract, to run as packets between Liverpool and South America, and by their sailing qualities have proved themselves superior to any thing with which they have come in contact."

A Schooner arrived at Boston on the 4th instant from Nova Scotia, with 300 barrels of potatoes, only *fifteen* of which proved good at the time of opening her hatches. When she started, 12 days before, they were in perfect order, and better potatoes, it is said, were never seen.

The steamer *America*, on her last outward passage, ran down a coasting vessel trading between Wales and Waterford, early on the first morning out from Liverpool; the crew was saved.

The *Europa*, on her late trip from Liverpool to New York, brought over her English Pilot, being unable to land him.

Sir H. L. Bulwer, British Minister at Washington, and lady, were at Albany on the 17th inst, on their way to Niagara Falls and Canada.

By the steamer *Commodore*, we have received Boston papers of Friday evening, and New York of Thursday.

THE WATER COMPANY.—The operations carrying on by this Company are proceeding briskly—the dam which they are erecting at Scott's Mills being nearly completed. A pipe-house, made of brick, through which the water will pass, has also been built at the dam, and the whole work presents a very substantial appearance. A large quantity of pipes have been imported by the Company, to be laid down between the dam and this City, a distance of nearly five miles—a considerable portion of which, it is expected, will be laid down this fall. The pipe will be six feet under cover, in order to protect it from frost. The engineering operations are being carried on under the direction of Mr. Baillie, of the Boston Water Works, who appears to be very competent, and it is probable we will have the works in successful operation early next summer,—the business of the Company being conducted with much vigour under the present management.—[Courier.

IMPORTANT ANNOUNCEMENT.—*The Railway Goes Ahead.*—We are authorised to announce that the Committee of the Stockholders of New-Brunswick in the European and North American Railway, have determined that a GRAND RAILWAY CONTENTION will be held in the City of St. John on Wednesday the 21st day of May, 1851, and the following days.

It is confidently anticipated that all preliminary arrangements will be then complete, and that the "first sod" will be raised on that day, which will truly be the opening of a new and glorious epoch for this country. Invitations will be forwarded in due time and in proper form to the Mayors of all the cities on this side the Atlantic, interested in the undertaking, as Portland, Bangor, Calais, Halifax, Quebec, and to the Municipal authorities in Galway, Cork, Dublin, and other cities of Ireland and England in any way interested, and also to Galway Packet Station Committee, the Directors of the several Irish Railway Companies, and of the Chester and Holyhead Company, &c, &c., who are so immediately interested. St. John will witness such a gathering as was never yet beheld on this continent; and the representatives of the old world and the new will there meet, to ratify a lasting union, and to give the best guarantee—an identification of interests—that the peace of the world will be preserved.

From such an assemblage we will derive many and immediate advantages. The country will be known, and a just idea of its capabilities will go abroad, and succeed that which now deters emigrants with capital from coming among us. The country will be known, and when known must be properly valued.—*Freeman of Saturday.*

The steamer Conqueror, which sunk last week, near Cape Enrage, has been raised by means of chains and two wood boats.—*News.*

The Governor of P. E. Island, Sir Donald Campbell, Bart., is dead. He expired about 7 o'clock on Thursday evening last, after a very painful and lingering illness. His situation as Governor was by no means an easy one, on account of the violent and unseemly difference of parties in that Colony; but however much he may have been disliked by political parties as a Governor, as a man and a gentleman he had won the universal esteem of all around him. His remains were interred on Saturday last. From respect to the memory of the deceased, places of business in Charlottetown were partially closed from the time of his decease until after the last solemn rites had been performed.—The inhabitants of the Island are to wear mourning for the space of six weeks.

The Hon. Ambrose Lane, as senior member of the Executive Council, has been sworn in as administrator of the Government of the Island.—*Pictou Chronicle*, 15th inst.

There are now lying at the wharf of L. P. W. DesBrisay, Esq., at Richibucto, four vessels of different nations, namely, a Russian, Prussian, Norwegian, and English. This is something new.—*Miramichi Gleaner.*

YORK COUNTY CATTLE SHOW AND FAIR.—On Thursday last the 10th inst., the York County Agricultural Cattle show and Fair was held in Phœnix Square, in this City. The show of Vegetables was the best which we have seen here or elsewhere. The Milch Cows on the ground were not thought by good judges to equal the show of last year.—Some exceedingly fine specimens of young cattle, bred in the Province, and imported from abroad, attracted the attention of numerous spectators, and would have done credit to any country. The Sheep shewn were, perhaps, equal to anything ever heretofore exhibited in the Province, and the superior Swine must have convinced everybody that, with ordinary care, New Brunswick need not import Pork.—*Head Quarters.*

SUPREME COURT.—Michaelmas Term, 14th Victoria, 1850.—B. Lester Peters, Esquire, one of the Attorneys of this Court, is called to the Bar, and admitted, sworn and enrolled a Barrister.

Robert Hutchinson, Joseph C. Wheten, John James Fraser, Edward B. Fisher, A. B., Robert Bruce Street, A. B., Benjamin G. Gray, A. B., and Lewis J. Almon, Students at Law, having produced the requisite Certificates, and having been examined as to their fitness and capacity, are admitted, sworn and enrolled Attorneys of this Court.—[Royal Gazette.

ARMY CONTRACT.—The annual contract for supplying Beef to the troops in garrison here, was taken yesterday by Mr. William Evans, of this city, at the unprecedented low price of 16s 7d. stg. the hundred pounds, or about one pound and ninepence, very nearly, Halifax currency. This contract was last year fulfilled by Mr. John Rogers for 18s. 11½d. sterling—very nearly 2s. 5d. sterling more than it is now taken for. Troth! the feeders of Beeves will require to economise, if they can furnish the article at the above quotation, and leave a profit with the purchaser. We shall, indeed, be glad if this proves a paying speculation. It is a marvellously low figure—20s. 9d.—that is a fact.—*Halifax Recorder.*

APPLES.—Large quantities are exported to the United States, and bring good prices. The Yankees are only just beginning to find out that our Winter cooking Apples are better than their own.—*Halifax Br. Am.*

Returned from California.—Mr. Lowden, a gentleman of Pictou, who went to California about a year and a half ago has returned. It is said that he has not materially improved his fortunes by the adventurous experiment. His accounts of Californian affairs are truly discouraging, hundreds of persons—some of them Nova Scotians, being unable to work, and in a very destitute state.—*Ib.*

NEWFOUNDLAND.—During September, the vessels that arrived from abroad at the port of St. John's, numbered 117—of which 34 were Nova Scotia craft. The number that cleared in the same period was 160—of which 40 were bound to Nova Scotia.—*Ib.*

The great bell for the Roman Catholic Cathedral at St. Johns, ordered by the late Bishop Flemming, and cast by Mr. Murphy of Dublin—at which city it was exhibited in the Industrial Exhibition—arrived at its destination 2nd inst. It was landed with great rejoicings, and accompanied with a band of music, and several thousand of persons, was safely deposited under the shadow of the great tower of the church.

The Welland Canal is now in excellent condition. During the month of September three hundred and sixty vessels passed through, being a larger number than in the corresponding month of any previous year. Of this number 133 went up, and 93 down for ports on the American side, and 68 up and 66 down for Canadian ports.

SUSPENSION BRIDGE AT LEWISTOWN.—This work, which will be the most stupendous of the kind in the world—exceeding by more than one hundred feet the span of that at Niagara Falls, seven miles above—is being rapidly completed. The abutments or pillars on which the wire ropes are drawn are nearly finished on the British side. The bridge occupies a commanding point upon the river, and from it is presented one of the grandest and most picturesque natural scenes upon the globe.

A TELEGRAPH AROUND THE GLOBE.—The London newspapers, elated with the success of the Dover and Calais telegraph, are discussing the possibility of extending a magnetic wire from England to Calcutta; and some of them even go so far as to recommend the establishment of a communication, *a la Morse*, with New York itself. It is urged that this latter enterprise, Quixotic as it may appear at first, is in reality only a question of time and money, for that if doubts exist of the practicability of sinking a wire in the Atlantic, none can be entertained of the entire possibility of effecting the connection by way of Russia, Siberia, Behring Straits, Oregon, St. Louis and Philadelphia.—The idea is a grand one, and worthy of the age which has projected a Pacific railroad. Should we live to the ordinary term allotted to man, we may, perhaps, ourselves behold this gigantic scheme carried out; and, if we continue in the craft editorial, may like to ask before we go to press, if the wires are working to Kamschatka, and to order, on an affirmative reply, that the news from London be sent us up to one o'clock. Our merchants, too, may give a dollar to a clerk, telling him to forward a message to Calcutta, and before dinner time the answer will be laid on his counting house desk. The old Egyptians thought they knew a great deal, but how mummydom would have stared at this! And those indefatigable Romans, who built costly roads over half the world, and hurried messengers with whip and spur along them, what a staring there would have been if they had heard the news of a Parthian defeat, a week in advance, by some private magnetic telegraph! It was no common thing in crusades, for a good knight to be gone for years without his family hearing a syllable of him; but now a days, if another Crusade was to be got up, anxious wives might ask "how d'ye do" by telegraph, and receive a reply when the doughty husband, at the seige of Acre, stopped to take dinner.—Wonderful times these! Really we don't think we shall ever be done buzzaing for this 19th century.—*Philadelphia Bulletin.*

SINGULAR VALEDICTORY.—The subjoined morceau is attributed to one of those broad backed pack horses of literature, 'an editor out west':

"The undersigned retires from the editorial chair with complete conviction that all is vanity. From the hour he started his paper to the present time, he has been solicited to lie upon every given subject, and can't remember having told a wholesome truth, without diminishing his subscription list, or making an enemy. Under these circumstances of trial, and having a thorough contempt for himself, he retires—in order to recruit his moral constitution."

BUENOS AYRES.—We have received a file of the British Packet to Aug. 17. That paper of the 3d records the exchange of ratifications of the Southern Convention between Great Britain and the Argentine Confederation.—*N. Y. Jour. Com.*

BEET SUGAR.—For the year ending in April last, nearly one hundred and twenty millions of pounds of beet-root sugar were manufactured in France.

Napoleon, during his military career, fought sixty battles; Cæsar fought but fifty.

UNITED STATES.

PROTESTANT EPISCOPAL CONVENTION.—*Cincinnati*, Oct. 12th.—The House of Bishops have refused to restore Bishop Onderdonk, of N. York, to his clerical functions, and have rejected the petition of that disocese in his behalf, both by a majority of about two to one. A canon has been passed by the House of Clerical and Lay Deputies, providing for the election of an assistant Bishop where a Bishop of a Diocese has been suspended.

The Bishops of the Episcopal Church have proposed that the portraits of the members of the Assembly, now in session at Cincinnati, be engraved and sold, for the purpose of raising a fund to be devoted to the cause of Protestant Episcopal missions.

The remains of the late President Taylor will leave Washington in a car furnished by the Susquehanna Railroad Company, on the morning of the 25th Oct. Col. Taylor, and Col. W. J. Bliss, will take charge of them, and proceed by Railroad to Harrisburg and Pittsburg, and thence by steamer to Louisville, where they are to be deposited in the family tomb.

MR. G. P. R. JAMES.—The New York Evening Post states that this distinguished English writer has declared, in the proper court, his intentions to become a citizen of the United States. Messrs. Stringer & Townsend have contracted with him for a new novel, which is to appear as a serial in the pages of their International Monthly.

Mdlle. Jagella, the Hungarian heroine, is attending school in Washington, in order to acquire English.

MISS LIND'S CHARITABLE CONCERT AT BOSTON.—Jenny Lind's share of the proceeds of her charitable Concert in Boston, on the 10th instant, amounted to $7,225, which she distributed among twelve charitable Institutions, and two poor individuals of that City, by the advice of gentlemen to whose judgment she submitted the mode of appropr ation:—

To the Boston Port Society, $1000; Association for Aged and Indigent Females, $1000; Musical Fund Society, $1000; Boston Children's Friend Society, $500; Farm School for Indigent Boys, $500; Charitable Orthopedic Ass'on, $500; Boston Female Asylum, $500; Howard Benev. Soc. $500; Young Men's Benev. Soc. $500; Soc'ty for Prevention of Pauperism, $500; Parent Washington Total Abstinence Society, $300; Messrs. Spear, to be appropriated to the reformation of Prisoners, $225; to a poor Swedish woman, the mother of nine children, $100; to a poor woman of Boston, $100.

JENNY LIND IN PHILADELPHIA.—Philadelphia, Oct. 16.—Jenny Lind arrived last evening, and proceeded to Jones's Hotel. The excitement all along the route was very great; people climbing on the tops of the cars, opening the windows, &c., to see her. On her arrival here, a dense crowd followed her to the hotel, at the window of which she appeared. The excitement far exceeded that of New York or Boston.—The first ticket brought $625 premium—bought by M. A. Root, Daguerreotypist. Some few tickets afterwards sold for $12 premium, and then settled down at par—$3 each. The whole sales for the Concert amounted to between $10,000 and $11,000.

Frederica Bremer left Milwaukie Friday 27th, for Pine Lake, Wausheeka county; from thence to Watertown, Madison and Galena. She then purposes to ascend the Mississippi to St. Paul's in Minesota, and from thence goes down the river to St. Louis, New Orleans, &c., for the purpose of spending the winter in the Southern States. Her visit to Milwaukie, though brief, will be an era in our city's history.—*Wisconsin.*

WORLD'S CONVENTION.—The Governor of Maryland has appointed the following gentlemen delegates to the World's Industrial Exhibition, to meet in London in May next—Ross Winans, J. H. B. Latrobe, Horace Capron, Chas. B. Calvert, Thatcher Perkins, Horatio N. Gambrill, James Williams, Wm. Harmon, Dr. Thomas Edmundson, Samuel Wethered, Allen B. Davis, Maj. George W. Riggs, Jun., Wm. Trimble.—*Balt. Patriot.*

FALL OF A PIER IN NEW YORK.—On Saturday afternoon, pier No. 8, North River, fell under the weight of a large quantity of pig iron landed from ship Western World, and several cartmen were plunged into the river. Two labouring men were drowned; also an apple-woman, who had a stand beside the ship that was unloading. Two colored men were seriously injured. One horse and cart were lost. About 70 or 80 feet of the wharf is wrecked, and the rest is very dangerous.—Several ton of the iron have since been got out from among the ruins.

An old wharf gave way last Tuesday, at the foot of Walnut Street, Philadelphia, and precipitated some 20 persons into the mud and water, though none was killed.

LATE MAIL ROBBERY.—Six men have been arrested in Philadelphia for the recent mail robbery, and committed for trial. They are all foreigners, and three are old men. Two others are discharged convicts from an Eastern Penitentiary. The money is supposed to be buried. It is said the cars were opened with a false key.

The steamer J. B. Gordon, while on her way to Wheeling, on Monday morning, collapsed a flue, when 18 miles below Pittsburgh, and four persons were instantly killed; five or six others were dangerously scalded.

The Mayor of Pittsburgh has been convicted of assault and battery and held to bail to keep the peace in the sum of $200.

Thomas W. Dorr, the revolutionist "Governor" of Rhode Island, is now in very ill health at his father's residence, and it is doubtful whether he will long survive.

Louisiana appropriates annually $550,000 to the support of education; being more, in proportion to her wealth and population, than is bestowed by any oiler State in the world.

VERMONT AND CANADA RAILROAD.—Twenty-six miles of the Vermont and Canada Railroad is finished, and will be opened on the 18th inst, from Essex to St. Albans. Considerable quantity of freight, it is said, is already collected, and that the business will be greater than has been imagined by any one. There remains only 19 miles of the Vermont and Canada to be finished, which will be completed as early as the 15th of November.

EAST ALBANY RAILROAD DEPOT.—Some idea of the magnitude of the freight business at the Depot of the Western Railroad at East Albany, may be gained from the fact that two hundred and fifty cars per day, are loaded and sent off. The freight business of last month, at that place, was larger than in any previous September. In October, 1849, eight freight trains were sent of one morning. The freight bills of that day amounted to over $5000.—*Albany Journal.*

LIBERAL OFFER.—The State of Maine offers a farm to any citizen of the United States on the most liberal conditions. A law has passed the Legislature giving any man a farm of from one to two hundred acres, as he may desire, at the nominal price of fifty cents an acre, payable in one, two and three years, *in work on the highways*, a kind of remuneration of as great advantage to the purchaser as to the State. The former must, however, clear up a certain number of acres within a given time, and erect a house for his residence, or in other words he must go to work, improve his farm, and make it his home. The land is principally in Aroostook County, where great crops have been raised.—*Hallowell Gazette.*

DREADFUL MORTALITY.—The propeller Alleghany cleared from Buffalo with 159 Norwegian immigrants. On arriving here she had 105; the others died on the passage, and were thrown overboard. Five died the night before last, and were buried, or rather laid, in holes scooped in the sand, at the mouth of this harbor. The poor victims of disease were three months on their passage from Europe, and contracted the ship fever on the voyage.—*Milwaukee, Wisconsin, Oct. 12.*

THE TELEGRAPH.—The news from Europe by the America, reached here by telegraph from Halifax, and published yesterday morning, was published simultaneously at New Orleans, having reached there on Tuesday evening, *ten minutes ahead of time!*—[Daily Adv., Oct. 17.

The Tanneries in South Danvers, Mass., occupy 3,840 vats, and use 150,000 hides a year, and 9,200 cords of bark. There are also curried in the village, annually, 212,500 sides of leather, and 500,000 Morocco skins dressed.

Germans in Cincinnati.—As indicating the extent of the German population of Cincinnati, it is stated that 40,000 letters are received annually at the Post Office in that city, from Germany, on which the postage collected amounts to $14,000.

RECOVERY FROM A WRECK.—The N. Orleans Bulletin relates, that the proprietors of a diving bell have lately recovered from the wreck of the boat Neptune, which was sunk 20 years ago, at the mouth of Mayfield's Creek, in the Mississippi, various descriptions of property, such as chains, lead, &c., including *butter*, "which had been under water 20 years, had not changed its taste, and was as good as fresh."

OPENING OF TRIPLER HALL, (Broadway, opposite Bond Street.)—Madame Anna Bishop will give three splendid concerts at Tripler Hall, during the present week. The Hall itself is beautiful, safe, and convenient. The programme of the first night represents the preparations to be unparallelled in the United States, in the number and talent of the performers. The instrumental department is to consist of 25 violins, 25 second do., 10 violas, 10 violincellos, 10 double bas