

mittee, and passed the following Resolutions, which were reported and agreed to:—

1. Resolved, that it is expedient to repeal so much of the Railway Guarantee Act, 12 Vic, cap. 29, as relates to the aid to be given, to the proposed Railway between Quebec and Halifax, and instead thereof to provide that the Guarantee of the Province may be given under the provisions of the said Act as amended by Act 14 and 15 Vic, cap. 73, providing for the construction of a Main Trunk Line of Railway throughout the length of this Province, to any Company which shall be formed for the construction of a Railway from a point opposite the City of Quebec to Trois Pistoles, and that such Railway shall form part of the Main Trunk Line of Railway aforesaid.

2. Resolved, That it is expedient to provide for the incorporation of a Company to construct such Railway as aforesaid, whenever a sufficient number of persons shall express their willingness to construct the same, and shall have subscribed a certain amount of Capital, and complied with the other requirements of the Act to be passed in that behalf.

3. Resolved, That it is expedient to provide, that if such Company, (or any other, but with a preference in favor of such first mentioned Company,) shall extend the said Railway from Trois Pistoles to the Eastern limits of the Province, a tract of one million of acres of the ungranted Lands of the Crown lying in the vicinity of such extension, may be granted to the Company which shall have effected such extension.

Hon. Mr. Hincks introduced a Bill to provide for the incorporation of a Company to construct a Railway from opposite Quebec to Trois Pistoles, and for the extension of such Railway to the Eastern Frontier of the Province; second reading Thursday next.

Hon. Mr. Hincks introduced a bill to empower the several Railway Companies whose Railways form part of the main Trunk Line of Railway throughout this Province to unite with any other such Company, or to purchase the rights of any such Company, and to repeal certain Acts therein mentioned incorporating Railway Companies; second reading Thursday next.

Mr. Cartier moved, and the Question being proposed that the bill to incorporate the Grand Trunk Railway Company of Canada, be now read the third time;

Mr. Brown moved an amendment, that the bill be referred to a Select Committee of seven Members, to enquire and report whether the interests of the public would not be better conserved by accepting the offer of Her Majesty's Secretary for the Colonies, of an Imperial Loan for the construction of a British American Railroad, provided said Loan were sufficient to construct the whole route from the New Brunswick line to the City of Hamilton,—which was lost 31 to 8.

The bill was then read the third time;

Mr. Cartier moved, That the bill do pass;

Mr. Gamble moved in amendment, that the bill be amended, by adding the words "Provided always that nothing in this Act shall extend or be construed to extend to authorize the Company to issue Certificates for stock for any greater amount than shall actually be expended in constructing the said Railroad," at the end of the 4th clause.—Lost, 27 to 8.

Mr. CARTIER moved that the Bill do pass;

Mr. LEBLANC moved in amendment, that the further consideration of the Bill be postponed till after the Call of the House has taken place,—and the same was negatived upon a division.

The Bill was then passed—28 to 7.

Nov. 5.—The House went into committee of the whole on the subject of the establishment of a line of steamers from Liverpool to Quebec; and Mr. Chabot moved a resolution declaring the expediency of granting a sum of money for said purpose—which was carried.

The motion for the adjournment of the Assembly on Wednesday next, was carried, Nov. 3. Mr. Hincks stated last night that the new tariff would be postponed till after adjournment, and even then it depends on the course of the American Government, and is not to apply to British goods passing through the United States in bond.

We take from the London Gazette the following prescription recommended by the British government during the prevalence of the cholera in England, to be used as soon as the premonitory symptoms appear:—*Quebec Mercury, Nov. 2.*

Twenty grains of opiate confection, mixed with two table spoonful of peppermint water, or with a little weak brandy and water and repeated every three or four hours, or oftener if the attack is severe, until the looseness of the bowels is stopped. Or an ounce of the compound chalk mixture, with ten or fifteen grains of the aromatic confection, and from five to ten drops of laudanum repeated in the same manner. From half a drachm to a drachm of tincture of catechu may be added to the last, if the attack is severe.

Half quantities to young persons under fifteen, and still smaller dose to infants.

Repeat these remedies night and morning for some days after the looseness of the bowels has been stopped; but in all cases take immediate medical advice.

Lieut. Col. Antrobus, provincial aid-de-camp to Lord Elgin, died at Quebec on Sunday night, 31st ult. He served in the Canadian Fencibles in the war of 1812, and was aged about 57 years.

It will be observed that the House of Assembly have generously voted Mrs. Antrobus £200 a-year as a pension, in consideration of the long services of her late husband under Government. This allowance is to be

voted annually. The late Colonel Antrobus will, we should suppose, be succeeded as Aid-de-Camp by Colonel Irvine.

QUEBEC, Nov. 13.—Cholera is subsiding fast—only one case now and then. About six inches snow.—Twenty-five ships weather bound.—*Tel to News Room.*

Comparative Statement of the number of Emigrants arrived at the Port of Quebec, distinguishing the Countries from whence they sailed during the years 1851 and 1852.

	1851.	1852.
From England.	9772	8886
Ireland.	22467	16401
Scotland.	7059	5485
Continent.	869	7270
Lower Ports.	1103	1270
Total.	41207	39292

NEW-BRUNSWICK.

RAILWAY SURVEYS.—The Railway surveys have, we believe, been brought to a close for the season. Messrs. Beatty & Campbell left yesterday morning by the *Admiral*, to take passage by the first steamer from New-York.

Mr. Wilkinson, we understand, will be occupied for some months completing the survey of the Douglas Valley line Westward, and Mr. Carswell will remain in charge of the office during the winter. Enough, we believe, has been done to place it beyond a doubt that the country through which the Railway and its branches will pass is decidedly favourable for the construction of Railways of easy grades and curves, at a cost not much if anything, exceeding the price fixed for the Eastern portion of the line. We look forward with confidence to the time when we may expect the Bills to have received the Royal assent, and trust that nothing may occur to mar our present brilliant prospects.

Our friends of the Government Press in Halifax are still amusing themselves and their readers with dreams of money at 3½ per cent., and Railways at half the price they have ever been known to cost—when built. We are not at all astonished, as they seemed to think we should be, at the air lines they have been constructing. They have been doing little else for the past seven years, and we have some experience of what may be expected from cheap Railways, by the many ups and downs of our own little Pedlington, St. Andrew's schemes.

We are plain matter-of-fact working people on this side of the water, and do not like to waste time in running after bargains. We are quite satisfied to pay a good price for a good article; and if our friends in Nova Scotia will only leave off talking and quarrelling with each other, and go to work, we will be contented with doing well, and let them do better, if they can.—*St John Courier.*

IMPORTS FROM GREAT BRITAIN.—The value in sterling of the Imports from Great Britain during the quarter ending 10th October last, amounted to £135,175. The following are some of the items:—Ale and porter, 303 barrels, apothecary wares, £846; brandy gin and rum, 21,917 gallons; barley and peas, 112 barrels; coals, 6005 tons; cordage and rope, £6027; canvas, £2871; copper and patent metal, 895 cwt; earthenware £2101; glassware, £754; hardware, £6266; haberdashery, including silk, cottons, hats, umbrellas, woollens, &c., £80,810; indigo, 4568 lbs; iron, wrought and cast, including chains, anchors, &c., 9083 cwt; iron, unwrought, including bar and sheet iron, 1105 tons; pig iron, 910 tons; lead, 318 cwt; leather manufactures, £1187; paint oil, and varnish, £1150; oats, 420 bushels; oakum, 362 cwt; powder, £236; paint and putty, £288; paper manufactures, including books and stationery, £1641; steel, 109 cwt; salt, 2586 tons; soap, 31 cwt; tea, 60,728 lbs; whiskey, 2264 gallons; wine, 4192 gallons. The value of imports for the quarter ending 5th July last, from Great Britain, amounted to £199,590 sterling; and for the quarter ending 5th April last, £13,029; making altogether, for the three quarters, £347,794 sterling, as the value of imports from Great Britain into this port, from the commencement of the year to the 10th October last.

WORLD'S FAIR AT NEW-YORK.—It does not seem to be generally known here that there is to be a Great Exhibition, or World's Fair, in New-York, in May next. We notice that public meetings have been held in all the large Cities of Canada, and in Nova-Scotia, and that great efforts are being made to have those Provinces properly represented. We lost more ground than it is easy to imagine by the shabby appearance we made at the London Exhibition last year, and we trust that an effort will now be made to retrieve our error.

It properly falls to the Mechanics' Institute to take charge of the mechanical portion of the goods to be exhibited, and we shall think the Agricultural Societies, or perhaps the New-Brunswick Society, as a centre, should gather together the specimens of grain and domestic manufactures to be exhibited as samples of our agricultural capabilities. Of course the Legislature will come down handsomely with a sum sufficient to take the goods there and back again.

If anything is to be done for the honour and credit of New-Brunswick in this competition of the nations it is high time to set about it.—*Observer.*

It may not be amiss to state, that the Iron for our Railroad will weigh just one hundred tons a mile—63 lbs. per lineal yard. Even should the present high prices obtain when this is to be purchased, the extra cost per mile will not exceed £200.—*Freeman.*

GOVERNMENT NOTICE.—In pursuance of an Act entitled "An Act for the settlement of the Boundary between the Provinces of Canada and New-Brunswick, (14 and 15 Victoria, Chapter 63,) Her Majesty's Government have selected Major Robinson, Royal Engineers, Joseph Bouchette, Esquire, and the Honorable Amos Edwin Botsford, to be Commissioners for running the Boundary line between the two Provinces aforesaid By His Excellency's Command.

J. R. PARTELOW.

Secretary's Office, October 30, 1852.

57 The third chain was carried over the suspension bridge at St. John last week. The work now goes on bravely. There is no doubt that the Bridge will be opened for travelling on the 1st of January.

P. E. ISLAND.

We announced a few weeks since, the arrival of the land wire, and submarine cable, from England, for building a line of Electric Telegraph, from Charlottetown to Cape Traverse, from thence submarine to Cape Tormentine, and there connecting with the great lines of American telegraph spreading over the whole Union; now reaching to the proximity of the Pacific Ocean, and shortly expected to extend to the gold regions of California.

F. N. Gisborne, Esq., the superintendent of the Company undertaking this great work, arrived here on the 28th ult., in the steam yacht *Ellen Gisborne*—a handsome little propeller recently purchased in Philadelphia, for the company's service. Mr. Gisborne—who has the reputation of being a gentleman of great energy, and decision of character, and may, therefore be relied upon to carry out any undertaking he commences—has, since his arrival, visited Cape Traverse, and selected a site for connecting the submarine cable with the land wires, which, we are informed, it is his intention to extend to Summerside.

It is supposed that the line will be completed to Charlottetown, early in the ensuing month of December; and if Mr. Gisborne has so determined, we have no doubt his indomitable perseverance will accomplish it by that time.—*Weekly Advertiser, Nov. 11.*

ELECTRIC TELEGRAPH.—The Messrs. Gisborne are now engaged in superintending the erection of a line of telegraph in Prince Edward Island. It will be connected with the line in New-Brunswick, at or near Shediac, by means of a submarine cable across Northumberland Straits.

SMALL POX.—A man named McDonald, one of three persons confined at the Lazaretto at Pictou with small-pox, died of the disease last week.

GOLD IN DEMERARA.—Late accounts from Georgetown, Dem., st. that Gold to the amount of \$485,000 has been found on the confines of the colony towards Venezuela. Gold increases in abundance as the search is prosecuted.

PITCAIRN'S ISLAND.—Admiral Moresby, in his flag ship, the *Portland*, lately visited Pitcairn's Island, and took so much interest in the welfare of the Islanders, that he determined on sending their pastor, Mr. Nobbs, the only European resident of the 180 persons composing the population, to England, to receive ordination from the Bishop of London. Mr. Nobbs married Sarah Christian, grand daughter of Fletcher Christian, acting Lieutenant of the "Bounty," by whom he had eight sons and two daughters.

Mr. Nobbs had reached New York on his way to England, and the owners of the American steamers in which he travelled would not receive any passage money from him, on the plea, that he had conferred so many services on American Whalers which had visited Victoria Island, that they were happy to be serviceable to so humane and excellent a man.

From a work published last year by a Mr. Walter Bradie, who resided on the island for some time, we take the following remarks in regards to the interesting natives of this land:

"I am now going to make what may be considered a strong assertion, which is, that there never was, and perhaps never will be, another community who can boast of so high a tone of morality, or more firmly rooted religious feeling, than our worthy and true friends, the Pitcairn Islanders. To have witnessed such a state of things is a blessing, that few men and fewer women have ever been privileged to enjoy upon God's earth."—This is high praise, but we believe it to be merited, as we have received confirmation of the virtuous conduct of the Islanders from many persons who have visited the Island.

THE ISRAELITES AT SACRAMENTO CITY.—An interesting ceremony of this religious denomination took place in Sacramento on Friday the 3d inst., in the form of dedicating their synagogue. It being the first occasion of this ceremony that has occurred on the Pacific it consequently drew together a large assembly of ladies and gentlemen. Among the latter, were several members of the California State Legislature, with a number of city and county officers, and also ministers of other religious persuasions. The exercises were commenced by the Rev E. H. Vainbeff, who introduced the scrolls of parchment (the laws of Moses,) with chanting and prayer. Then followed a beautiful address by Joseph Shannon, Esq., County Treasurer which was attentively listened to. After this, a large collection was taken up. The ceremony closed with the Sabbath prayers. The Jewish persuasion numbers among its members many of the most respected citizens in California.