LATER FROM CHILE.—Advices from Panama contain news from Valparaiso to Oct. 6, brought by the Golden Gate. Some further particulars are given of the insurrection in Chile. The inauguration of Don Manuel Montt, lately elected President, took place Sept. 18, previous to which it seems the conspiracy was formed by his opponents to seize upon the government. From the account now given, it would seem that there is a prospect that the rebellion may be suppressed. The following is from the Panama Star:—

On the 8th of Sept. the partisan friends of Gen. Cruz, the opponent of Montt in the election, produced an outbreak at Coquimbo, and took into their hands the Government of the Province, seized government funds and forced heavy loans, took the steamer Firefly, the property of Mr. Lambert, an English resident, and sent her to Conception to apprise their friends of their movements, and incite them to action. Gen. Cruz, their favorite, at length joined them, proclaimed himself their leader, and marshalled his forces.

Gen. Bulnes, the predecessor of Montt, was the commander-in-chief of the government troops; the Firefly was retaken by order of the British Admiral, by the steam-frigate Gorgon, at Coquimbo. The steamer Arauco, in the service of the revolutionists, was also taken by the commander of the Gorgon, on his own responsibility, and an indemnity of $30,000 was stipulated for the seizure of the Firefly.

The American squadron was kept in readiness by Commodore McCauley for the defence of American interests.

Every effort was being made by the government for the suppression of the revolt, and there is a probability of its success—but the struggle must involve serious bloodshed, and a sad disturbance, if even but temporary, of the commercial interests of the country. It is deeply to be regretted.

A Valparaiso paper of earlier date stated that the rail road was to be opened on the 20th of September, by which time the track would be laid a distance of 32 miles. Mass was to be said on the occasion, and there was to be a banquet at the port. Some of the silver mines were yielding more rich returns. The steamer Ecuador, as she lies sunk, was sold by auction, and was purchased by Mr Wheelwright for $7000, in expectation of raising her.

The following is from the Valparaiso Neighbor without date:

At the last hour, we hear from Santiago that the Government feel quite sure of the successful issue of the measures they have taken to restore order in the two disaffected cities Serena and Conception.

The French steamer Gen. Castilla has been purchased by the Government.

The Government shows its strength and resources at this juncture, in that it remits $80,000 to England by this steamer to meet dividends and cancel bonds.

Wheat has been shipped, $30,000 worth for New Holland, also 13,000 quintals of flour, at $5, to California, and 4600 bbls. to Copiapo.

SANDWICH ISLANDS.—We have Sandwich Island papers to August 23d, about a week later than our former dates. The [illegible] point of Maunaloa, a large island, has burst forth with a volcanic eruption, like one in the same place in 1843.—The Polynesian gives the following letter on the subject:

HILO, August 12, 1851.—The great crater on Maunaloa that was generally believed to be quite extinct, is now in action. For a few days a heavy cloud, having the appearance of smoke, has been observed to cover over the summit of the mountain. Last night the mountain stood out in bold relief, unobstructed by clouds or mist, and presented a sublime, and awfully grand appearance, belching forth flames and cinders that again fell in showers at a distance. The heavy bank of smoke that lowered over its top, presented the appearance of the mountain itself, poised upon its apex.

A "FIGHTING" WHALE.—LOSS OF A WHALE SHIP.—A gentleman from New York, reports at the Merchants' Exchange, that while coming through the Sound he conversed with Capt. Deblois, of the whale ship Ann Alexander, of New Bedford, who came passenger in steamer Cherokee, from Chagres. Capt. D. informed him that on the 20th of August, lat. 5 50 S, lon. 102 W. while two boats were down in pursuit of whales, they were attacked by a large spermaceti whale, which destroyed both boats. Capt. Deblois succeeded in saving the crews in a third boat. The whale immediately made for the ship, and striking her abreast of the foremast, stove her so that she immediately filled. All hands took to the boats, and on the 22d were picked up by the ship Nantucket, Capt. Gibbs, of Nantucket, and arrived at Payta, Sept. 15.

Similar attacks have been made upon ships by the spermaceti whale, but they are exceedingly rare.—*Boston Daily Adv.*

SPECIE MOVEMENTS.—The Cherokee on Saturday brought favorable accounts of the mining prospects, confirmed by the amount of gold brought by her, stated at two and a quarter millions. It is said that the amount of gold dust shipped from San Francisco on board the Oregon, for Panama, Oct. 1, was the largest ever shipped from that port in one steamer, and the prospects of a continued large production were as favorable as at any former period. The amount of gold dust shipped from California to the 1st of October, was about sixty millions of dollars.

The amount of specie shipped from New York last week was $124,201, including $70,693 in the Hermann on Saturday. The whole amount shipped this season is $33,005,144. Present appearances favor the prospect of an improved state of the money market of this country.

The amount of funds in the Government Depositories, subject to draft at the end of the last month was $14,575,187, of which $5,884,690 was in the Mint at Philadelphia.

The receipts at the office of the Assistant Treasurer of New York, on Saturday, amounted to $561,748 41; payments, $171,951 08—balance, $3,630,563 29.—*Boston Daily Adv.*

PRODUCTIONS OF SPAIN.—The present grain crop of Spain is 120,000,000 of fanegas, or 171,000,000 of bushels, of which three fourths is wheat and one fourth rye. But one half the country is under cultivation; of this four fifths is devoted to grain, and one fifth to other crops. The production of wine is estimated, by an able and well informed writer in the French Moniteur, at 240,000 of gallons.

The steamer Golden Gate, which left New York, Aug. 2, arrived at Panama, Oct. 16, having made the passage from Valparaiso in ten days.

TRIAL OF ANCHORS.—A memorial from all the leading shipowners of London, Liverpool, and Glasgow has been addressed to the Admiralty, requesting that a public trial may be instituted of the relative merits of the various anchors shown in the Great Exhibition. The question being one that affects the safety of life and property and the welfare of the Government service no less than the shipping interest generally, it is proposed that a committee of naval and scientific officers should be formed, and that a few well-known practical shipwrights and engineers should be associated with them in the inquiry.

CAPTURE OF A SPANISH BANDIT.—The terrible bandit, Zumarida, whose depredations kept in a state of alarm all Andalusia during more than 16 months, has been taken in Tetuan, by direction of the Spanish consul, and sent to Spain. He is now in the military prison of Tarifa. It appears that this monster is a handsome man, of about 33 years of age, extremely distinguished in his manners. His lieutenant, Palomo, who is accused of mutilating many of his victims, and whose ferocity is almost incredible, was taken with him. As soon as they have passed the quarantine they will be sent to be tried at Granada.

BISHOPRIC OF SIERRA LEONE.—On Sunday the inhabitants of Islington were attracted, in large numbers, to St. Stephen's Church, Canonbury, for the purpose of listening to a discourse, in behalf of the Sierra Leone Bishopric Fund, from the Rev. Samuel Crowther, a coloured missionary, regularly ordained, in connection with the Church Missionary Society. Mr. Crowther was taken from his native village, in the interior of Africa, sold to the Portuguese man-stealers, shipped for America, captured by a British cruiser, liberated at Sierra Leone, instructed by the Church Missionary Society's agents, trained, ordained, and sent as missionary to the tribes in the vicinity of his native village from which he was originally captured.

AN ESQUIMAUX AT THE CRYSTAL PALACE.—Amongst the foreigners at the Crystal Palace, on Friday, was a little Esquimaux from the Arctic Highlands, who, having come over in the Assistance, is now rated as A. B. in the royal navy. He is a stiff built little fellow, about five feet high, with fine dark eyes, and rather a pleasing countenance. Judging from his complexion it would appear that the polar snows and frosts are as active in tanning the human skin as is the sun of the tropics. His name is Erasmus York, from Wolstenholme Sound, and a further particular which the public will be pleased to learn is, that he was good enough to express himself very much pleased with the Exhibition. Captain Ommanney, who introduced this specimen of Polar humanity, also exhibited a collection of play-bills of the various performances with which the officers and crews of the various discovery ships had amused themselves while locked up in the ice.

A letter from Constantinople, 29th ultimo, in the *Austrian Lloyds*, states that a French scientific mission, composed of M. Place, the consul at Mossoul, and M. Tranchard, were shortly expected in that capital. They will proceed to Nineveh to make excavations. They were, at the date of the letter, visiting the Greek antiquities at Athens.

THE PRIME MINISTER AT BALMORAL, AND A HIGHLAND WOMAN.—A good joke is related of an old Highland woman, who came trudging an immense distance over the hills, having heard that Lord John Russell was to be at the kirk on Sunday last. What, think ye, was her errand? She had heard that Lord Johnny was the Prime "Meenister" of all England, and she "expeckit to hear him hold forth in a shoobleeme discoorse."—*Inverness Courier.*

The famous military road across the Alps, over the Simplon, is forty-five miles in length, and passes over an eminence 6,174 feet above the level of the sea. It has fifty bridges and five tunnels, the latter measuring together, 1,338 feet in length. It cost 18,000,000 francs—about $3,285,000.

The best *bank* ever yet known, is a bank of earth; it never refuses to discount to honest labor; and the best *share* is the plough-share, on which dividends are always liberal.

NOVA-SCOTIA LEGISLATURE.

WEDNESDAY, November 5.

The Address in reply to the Governor's Speech, being read clause by clause, passed, *nem. con.*

The Speaker announced that the Lt. Governor would be ready to receive the House with the Address at 3 o'clock.

The House accordingly, at 3 o'clock, waited on His Excellency the Lt. Governor with the following Address.

"*May it Please Your Excellency.*

"We, Her Majesty's dutiful and loyal subjects, the Representatives of the people of Nova Scotia, thank Your Excellency for the confidence expressed in our readiness to assist Your Excellency in the calm review of a question of great magnitude and importance.

"The mode by which Railway communication with each other, and with the populous States beyond the frontier, may be best secured, deeply interest the inhabitants of British America.

"When the correspondence which illustrates the state of the negociations hitherto conducted, and the measures promised by Your Excellency, have been submitted, we shall endeavor to bring to their consideration a spirit that we trust will warrant the hope expressed by Your Excellency, that the Author of all wisdom and goodness may guide our deliberations."

HIS EXCELLENCY'S REPLY.

"*Mr Speaker and Gentlemen of the House of Assembly.*

"The promptitude and unanimity with which you have responded to my sentiments at the opening of this session, assures me that your future deliberations will be characterised by harmony and wisdom."

Hon. Provincial Secretary laid on the table, correspondence and papers relative to the Railway—and introduced the following Bill, which was read a first time:

A Bill, entitled, An Act to make provision for the construction of a Trunk Railway through British North America.

Whereas the formation of Railroads from Halifax to the Rivers Detroit and St. Croix would consolidate and strengthen the Provinces of British America, develope their resources, multiply their social and commercial relations, and afford increased facilities for rapid inter communication with the British Islands, and with all parts of this Continent:

And whereas Her Majesty's Government is prepared to advance the funds required to construct a portion of these works, on certain conditions:

And whereas Canada has made liberal provision for one third of the Trunk Line from Halifax to Quebec, and for the extension of that line to the River Detroit.

And whereas there is reason to anticipate the co-operation of New Brunswick in the completion of both lines passing through that Province.

I. Be it therefore enacted, That provided the funds necessary for the purpose shall be raised by loan under the authority and guarantee of the Parliament of the United Kingdom, or advanced as a loan to this Province under the said authority, or subscribed or loaned by individuals, as hereafter provided; it shall be lawful for the Governor of this Province in Council, to enter into such arrangements as he may deem conducive to the interests of the Province, with the Government of the Kingdom, and with the Governments of Canada and New Brunswick, in reference to the construction of a Railway from the City and Port of Halifax, in Nova Scotia, to some point opposite the City of Quebec, either by constructing the same on the joint account of this Province and the said Provinces of Canada and New Brunswick in equal proportions, or by engaging to construct at the expense of this Province that part of the said Railway lying within Nova Scotia, or by making such other arrangements for the construction of the said Railway as may be agreed upon with the said Government of the United Kingdom and said Provinces of Canada and New Brunswick; and for facilitating such arrangements all the unGranted lands within this Province, lying within ten miles on each side of the line of the said Railway, are hereby placed at the disposal of the Governor of this Province in Council, to be appropriated, pledged, or otherwise dealt with as he may think best for the interests of the Province with regard to such arrangements as aforesaid; it being understood and hereby declared that the Province will perform and carry out by such Legislative enactments as may be necessary to give full effect to the same, any arrangement and agreement which may be made by the Governor in Council, in the spirit and for the purposes of this Act.

II. It shall be lawful for the Governor, out of the funds to be raised on advanced for the purpose as aforesaid, to pay such sums as may be required to defray the expenses of making that part of the said Railway, which shall be to be made at the expense of this province, under any such arrangement as aforesaid, or any other expenses which under such arrangement shall be to be borne by this Province.

III. Whenever the Governments of Canada, New Brunswick, and Nova Scotia, have completed the arrangements necessary, and determined on the construction of the works contemplated by this Act, it shall be lawful for the Governor in Council to appoint Commissioners, with full power to construct such work, in conjunction with Commissioners to be appointed in the other Provinces, who shall be empowered from time to time, to draw upon the Receiver General for any amount, not to exceed one third of the funds required for the same.

IV. The said Main Trunk Line of Railway, or such part thereof, as may be made under the provisions of the preceding sections of this Act, shall be a public Provincial Work, and all the powers vested in Road Commissioners with regard to the taking of lands required for Public Works, and all other powers vested in them under the provisions of the Revised Statutes, and not inconsistent with this Act, shall apply to that part of the said Railway to be made as aforesaid; and the said Railway shall be made through this Province, on such Line and in such places as the Governor in Council shall determine and appoint as best adapted to promote the general interests.

V. Any Corporation, or any individual shall be re to invest monies in the Railway Fund applicable to the construction of this work, at their own risk, sharing with the Government the hazard and the profit of the enterprise, it shall be lawful for the Receiver General to issue Scrip in sums not less than £25 bearing no interest, but entitling the holder or holders to a share, proportioned to his or their investment, in the Tolls and Revenue of the Road.

VI. Any persons desiring to invest, on the credit of the Province, monies in Railway Fund, applicable to the construction of this work, may pay any amount to the Receiver General, under the same grounds and regulations as now secure the monies invested in the Savings' Bank, provided that the rate of interest to be paid on such instalments shall be the same as the Province pays for the loans advanced by Her Majesty's Government.

VII. Whenever the Railway shall be completed from Halifax to Quebec, it shall be lawful for the Governor in Council to make, in conjunction with the Governments of Canada and New Brunswick, such arrangements as may be suitable for or for working that portion of the line which shall previously have been constructed at the risk of these Provinces; such arrangements to be submitted to both branches of the Legislature at the Session then next ensuing.

VIII. The total sum to be raised for the purposes of this Act, upon the credit of the Revenue of this Province, shall never exceed in the whole, the sum of one Million of Pounds Sterling.

IX. This Act shall not go into operation, unless provision be made by the Province of New Brunswick for the construction of a Branch Line from some convenient point of intersection with the Main Trunk Line, to the River St. Croix.

Hon. Provincial Secretary asked leave to introduce a Bill entitled an act to make provision for building a Trunk Line of Railway through British North America. After the preamble, he said, came a clause, very similar to one in the Bill passed by the Canadian Legislature, giving the Governor in Council general power—assuming that one-third of the expense was borne by this province to make the necessary arrangements for the completion of the work. The third clause authorized the Governor in Council, as soon as the necessary arrangements were perfected, to appoint five Commissioners to superintend the construction of the work. The fourth provided that it should be a provincial public work. The fifth left it open for any person in Nova Scotia or elsewhere, who might wish to invest his money in it—to do so, in sums of £25—the effect of which would be that, if any man having a thousand pounds or twenty-five pounds at his disposal, wished to invest it in this work, he could do so, taking the same risk as the Government. The sixth guaranteed the interest to any person so disposed to loan money. The seventh provided that it should be worked as one continuous line; the eighth that the liability of the Province should not exceed £1,000,000—and the last, that before this law could go into operation, New-Brunswick should make provision not only for this line, but for the European line in addition. Leave was granted, and the Bill read a first time.

Hon. Provincial Secretary asked leave to introduce a Bill entitled an Act for Raising by way of loan, a sum not exceeding 1,000,000 of pounds Stg. for the construction of a Trunk Railway through British North America. Canada had passed two bills, the one authorizing the construction of the Line—the other providing for the requisite loan. The Bill authorized the Governor in Council to obtain this loan on the terms prescribed in Mr. Howes' letter to Mr. Howe, and authorizes the Receiver General to draw the sum in the event of its being borrowed. The Commissioners were to draw from the general fund, one third of the whole, and the Receiver General was to transmit to the Home Government, for the information of Parliament, a correct and detailed account of the monies spent. The fifth clause provides that the money shall be duly applied; the sixth, that until the monies advanced by the Imperial Government shall have been repaid or until the Roads built with the same shall yield a nett income of 6½ per cent., the Tariff of 1851 should form the basis of the Revenue laws of this Province, and should not be varied or changed, so as to diminish the nett income of the Province, as it is this year. He would remark that if this Bill received the sanction of the House, it would be followed by one other, at least—the operation of which would be to remodel the whole of the Crown Land system, and make its machinery for constructing this Railway to harmonise with the sale of the Crown Lands. It was for the House to decide when the question should be taken up—it might be better to allow it to lie over until the day after to-morrow, in order that members might have an opportunity of making themselves acquainted with the bills and correspondence just submitted. He was not quite ready—but would, rather than lose time, open the question to-morrow.

Hon. J. W. Johnston would like to ask the Hon Provincial Secretary whether any correspondence had taken place with the Imperial Government, with a view to obtain a modification of the terms set forth in Mr. Howes' letter of March last?

Hon. Provincial Secretary.—No. There has been no correspondence, because of the uncertainty which prevailed as to the conclusions which would be adopted by the different Provinces. I may say frankly, that we place these Bills on the table as referring to a great public measure, and ask the criticism and assistance of every member of the House to make them as perfect as possible. After the Bills pass, as I trust they will do, with the united action of the House, it is our intention to propose an Address to the Crown, praying the confirmation of those acts, and also that something more may be done by the Imperial Government, than has yet been offered.

Hon. Mr. Johnston would like to know whether there are any papers on the subject on the Provincial Secretary's table, referred to in his report?

Hon. Provincial Secretary only knew of one plan. That was hanging in the Provincial Secretary's office, and could be brought up for the inspection of the House.

Communication.

[FOR THE OBSERVER.]

MR. EDITOR,—Now that it seems likely that the Legislature of Nova Scotia will adopt Mr. Howe's scheme, it is really incumbent on the people of this Province to give their serious attention to the question of the manner in which the introduction of Railways will be of most benefit.

It is a question, and ought to be thoroughly investigated, and cannot be finished, for Railways we are bound to have in some way or another, and it is of very great importance that we should choose the right place, as a wrong beginning may lead to embarrassments.

I had been for some time much taken with the idea of getting money from the British Government at 3½ per cent., to build our Railways, and thought that so long as we get them at that rate, it did not matter a great deal in what direction they went—as the country would be opened up and settled, and a good market for our produce brought to our very doors, with ready money to pay for it; and as I was led to believe that the energy money could not be got unless we undertook to make the North Shore Railway as well as the one from Shediac to Cobequid, I, like many others, thought it best to take it, especially, as it was not very likely we would ever be called on to pay it back again.

We lately had a Public Meeting here, for the purpose of trying to get the Railway from the Bend through this section of the country, which I can assure the gentleman shorter road and heavier cost, and will not cost half as much as the line round by Hampton and the Kennetcook valley, and that we had a good deal of talk among the people, we have come to the conclusion not to do anything, for it would be good at all, and will ruin this Province entirely if it is carried out.

It was little wonder that Mr. Howe bought over the penny papers, and keeps two or three of your broken down lawyers to write up his scheme, a pretty story indeed, that we were to run ourselves in debt and build a Railway all round the shore, where it would never be wanted, just to bring the trade of Canada down to Halifax!—And why to Halifax, pray?—All the Canadians want is a good seaport on the Atlantic, and why run round seven hundred miles to Halifax, when there is quite as good a Port only *three hundred* miles from the St. Lawrence by low Quebec, in Saint John harbour!—It was a deep laid scheme of Mr. Howe, to draw not only all the trade of Canada, but also of the North Shore of our own Province, to Halifax. And the only wonder is that any "Acadian *Brunswicker*" could be found base enough to sell himself and his country to such a scheme.

I am told that the distance from Quebec by way of Woodstock, St John and the Bend, is actually seven shorter than that by the North Shore, and, say, if it is the case, we should spend our already settled country and large towns, is more than I have ever heard a reason for.

Some folks, with rather strangely formed minds, proposed I am told, to bring the road from Woodstock or Fredericton across the country by the head of the Grand Lake straight to the Bend!—and say let me enquire, would you pass by your largest City, and the very seat of trade that the Canadians want?—Oh, they say, it would make the distance shorter to Halifax. And why should we consult ourselves, and make a railway we do not want, just to favour Halifax?

It is not Halifax the Canadians want, but the nearest Port on the Atlantic, and in the summer season the steamers and barges could come down all the way from the Lakes to Grosse Island, 100 miles below Quebec, and put their produce on the rail there and carry it to St. John harbour by a road not over 250 miles long, and take back their American and West India goods back.—At Saint John the steamers are so many large ships, that goods for Europe could be shipped on much better terms than from Halifax, where there is never anything bigger than a coal dredge or fishing schooner.

This would make Saint John the outport of Canada, and would soon build it up to be one of the largest cities in the world.

I do not see why we should not get the money at 3½ per cent. for this road as well as the North Shore road. I don't suppose Mr. Howe holds the purse-strings and has the keys at his sole disposal; and this road would connect the Colonies and make a military road from Halifax to Quebec, shorter and better in every respect than the other.

The Province has already invested money and given charters to the Saint Andrews and Quebec road and the Halifax and Quebec line.

Just look at Saint Andrews, the two footpaths are precisely our portion of the Halifax and Quebec Road, and it would be much the best and cheapest plan for us to give a little more to those roads so as to continue the road from Woodstock to Quebec, and also advance in the same proportion to build a cheap branch line from the Bend to Miramichi, than to lose what has been invested in the St. Andrews road and break faith with the Stockholders and then turn to and build the European road and the North Shore road, thus making three roads, to please Mr. Howe and build up Halifax, when one road is all we want.

I am a plain man and don't know much about these things, but if what I have said will induce men of more experience to take hold and see that the country is not betrayed by hired loafers, I will not have written in vain.

I am your servant,

A TRUE NEW-BRUNSWICKER.

Lake Lomond, Nov. 6, 1851.

The Observer.

SAINT JOHN, NOVEMBER 11, 1851.

SEVEN DAYS LATER FROM ENGLAND.

A despatch received at the News Room yesterday states that the steamship *Canada* has arrived at New-York with Liverpool dates to the 28th October. She came out in ballast, having taken the place of the *Africa*, which steamer left Liverpool on the 25th, but struck a rock the same night near Belfast Loch. She got off the next day, and returned to Liverpool.

Kossuth had arrived at Southampton, and was most enthusiasticaly received,—addresses, speeches, &c., were made in great abundance.

Louis Napoleon had formed a new Cabinet, said to be quite as good as its predecessor.

The news from the Cape of Good Hope is very gloomy. The Kaffirs had been victorious in several engagements.

Cotton market was dull, with a decline of one farthing.

Flour and Wheat were in fair demand; the former had declined six pence per barrel; the latter one penny per 70 lbs.

SHIP NEWS.—Arrived 18th, Helen Douglas, at Annan; 19th, Rodina, in the Clyde; 20th, Liverpool, at Grangemouth; 22d, Dundee; Sarah, at Lundin; 24, Cromwell, at Liverpool; Hampton, in Pentland Firth.

Sailed 18th, Unicorn, from Liverpool; 21st, Adelaide, from Portsmouth; 23d Industry, from Liverpool, for St. John. From Bristol, 21st Java, Wright, Savannah. From Liverpool, 23d, Florida Mills, do.

Loading at Liverpool—Marco Polo, Harriott, and Perseverance, for St. John. At the Clyde, Britannia, for do.

THE NOMINATIONS.—On Saturday last, the Sheriff held his Court for the nomination of Candidates to fill the vacancies in the House of Assembly, caused by the resignation of Messrs. Ritchie, Simonds, and Tilley.—Messrs. John Johnston, John F. Godard, Wm. Flaherty, and B. Boyd Kinnear, were nominated as Candidates for the vacant seats in the County representation; and Messrs. Stephen K. Foster and James A. Harding, as Candidates for the vacant City seat, recently occupied by Mr. Tilley.—The several Candidates then addressed the spectators, declaring their principles.

Messrs. Foster and Godard are the nominees of the Protectionist party.

Mr. Johnston was elected on Saturday, by a show of hands, in place of Mr. Ritchie, for whose seat he was nominated, there being no opposition. The polling for the other County Member, in place of Hon. Mr. Simonds, will take place on Friday next. The election for the City Representative on Saturday.

THE RAILWAYS.—We do not apprehend much danger from the Legislature of Nova Scotia. It is generally thought that Mr. Howe's scheme will not pass the House without some material modification.—We observe last Ore million sterling only is voted for the trunk line. This will do no more than build the line to the boundary, and the last clause of the Bill provides that it is not to go into operation unless New Brunswick undertakes to construct at her own expense, the European and North American Railway. Now can the people of Nova Scotia really imagine that we are so bereft of our senses, that with a population not exceeding Two hundred thousand, and with a revenue on imports not exceeding Seventy thousand pounds, we will undertake Five hundred miles of Railway at a cost of Three millions, involving an annual tax for interest and sinking fund, over Two hundred thousand pounds? And all to bring traffic to their 130 miles of Railway, and to build up Halifax. It won't do, Mr. Howe.

In answer to a question from Mr. Johnston, Mr. Howe said that nothing further had been heard from the Colonial Office as to a modification of the terms, and as these terms were, then before the Commons would be submitted to the British Parliament, it will further be required that the several Provincial Legislatures should pass laws making the loans which they are to raise a first charge upon the Provincial revenue; *and also that permanent taxes shall be imposed* (or taxes to continue in force until the debt shall be extinguished) sufficient to provide for the payment of the interest and sinking fund of the loans proposed to be raised, after discharging the above prior claims."

Now if there is any meaning in words, and if no new terms have been offered, why do Mr. Howe and his friends persist in saying that his scheme does not involve taxation, and why do the Legislatures of Canada and Nova Scotia work at the absurdity of voting votes for loans of millions, which cannot be got until the necessary taxes are imposed?

If the British Government will grant better terms, it ought to have been known by this time. If they will not, why waste precious time, and spend money, and excite false hopes, instead of setting to work like men, and building our own Railways as we best can.

It was not by such slavish calling upon Hercules, that New England and Canada got their Railways, and until we follow in their track, we are mere children in enterprise.

MECHANICS' INSTITUTE.—The Lecture Season of this popular and useful Institution commenced yesterday evening, when Dr. Jacob, the President of King's College, Fredericton, delivered the opening address. A severe and sudden and driving snow-storm, which continued all the evening, prevented the attendance of a very large audience, and especially contracted the usual throng of its usual assemblage on the hair seats; but those who had the good fortune to be present, were highly gratified by the eloquent and instructive Address delivered by the Provincial Lecturer.

CONCERTS.—The Columbian Serenaders Concert this evening. The price of admission is reduced to 1s. 3d. From the favorable impression produced on the former evenings we feel assured that they will draw a crowded house. There is an almost entire change of programme—the M'Grigor's gathering alone being repeated.—*Freeman.*

STEAMER FOREST QUEEN.—We regret to learn that the Steamer *Forest Queen*, bound to Fredericton, encountered a heavy gale in the Grand Bay last evening, and having two woodboats in one was driven ashore somewhere near Clark's Point, where she now lies, leaking badly; but we believe the goods will be saved. One of the woodboats filled with water, and the goods in her will be destroyed.

Yesterday we had a severe snow storm, the first of consequence this season, and this morning sleighs are in requisition.

☞ The Nova Scotia Railway Bills will be found in the preceding columns.

☞ "The Review of Carlyle's "Life of John Sterling" is unavoidably omitted till next week.

ST. ANDREW'S SOCIETY.—At the Annual Meeting of the Saint Andrew's Society, held on Thursday, the following Gentlemen were elected Office-Bearers for the ensuing year:—

Robert Jardine, *President*; John M. Walker, *Vice President*; William Thomson, *Treasurer*; James Macfarlane *Secretary*; Andrew Scott, Robert Thomson, and W. W. Lemoine, *Committee of Charity.*

STEAMBOAT COLLISION.—On Friday evening, while the steamer Fairy Queen was proceeding down the Harbour, with a number of passengers on board for Woodstock, she was accidentally run into, near Pettingell's Ships, by the steamer Pilot. The former boat was very seriously injured. The Pilot came at full speed upon the paddle-box of the Fairy Queen, completely demolishing the paddle, and bending the main shaft, which being forced inboard with great violence, did much damage to the machinery generally. The Pilot had her guards cut, but was not injured to the same extent as the other steamer. Fortunately, no lives were lost, nor any persons injured by this serious collision, which has disabled the Fairy Queen for some time. We are sorry to say, that the Fairy Queen is the last steamer which Mr. Whitney has built, and we regret the misfortune she has recently sustained.—*Commercial.*

FRESHET.—During the latter part of last week, and the early part of the present, we have had a freshet which at this season of the year is quite unprecedented. Along the whole line of the River from Woodstock to Canning, a considerable amount of damage has been done to the hay which was exposed on the banks, and a large amount of Timber and Saw logs had been carried adrift, a great part of which we fear, will never fall into the hands of the right owners. The flood, which was principally caused by a fall of snow in the upper districts, has fallen again as quickly as it came.—*Fredericton Reporter.*

HALIFAX AND WINDSOR RAILROAD.—We understand that C. R. Fairbanks, Esq., Civil Engineer, has been most fortunate in the choice of a railway line to Windsor. He purposes to branch Westward from the main trunk line at a distance of 25 miles from Halifax, from the point to Windsor. The distance by the routes surveyed this season will be about thirty eight miles—the summit heights are 350 and 200 feet above median high tides in Halifax harbor. The grades are all good, none to exceed 40 feet per mile, and may be as low as thirty feet per mile. All the lands on the branch is in good order; there are no extensive hedges, cuttings or embankments, and the estimate per mile is £6000 currency. It is proposed to run light trains at a speed of thirty miles per hour.—The minerals along the line are slate rock, plaster, freestone, limestone, and salt. In every point of view the new route is best adapted for the wants of the country through which it passes, and in fact is all that can be desired or required.—[Halifax Church Times.

QUEBEC AND RICHMOND RAIL ROAD.—The City Council of Quebec has passed the ordinance granting a loan of £100,000 in aid of the Quebec and Richmond Rail Road, by which a communication will be formed between that city and the Atlantic and St. Lawrence Rail Road, at a distance of about 70 miles from Montreal. It was stated a short time since that a contract had been made for the grading of this road, to be commenced this autumn, subject only to the contingency of this loan being granted. The Montreal Gazette says that the business which has been done by the St. Lawrence and Atlantic Rail Road since it was opened to Richmond, has been twice as much as its most sanguine friends had anticipated.

QUEBEC, Nov. 10.—The Directors of the Quebec and Richmond Railway are about to place the first division of the road under contract and expend £15,000 to £20,000. This is regarded as a matter of some consequence as giving employment during the winter to some hundreds. It thus gets a start of two years as it takes up by the Government it will be carried on without reference to the Halifax and Quebec line the survey of which can not be completed before three years hence.

TORONTO, Oct. 24.—Jenny Lind's farewell concert last night was crammed, and people seemed more excited than ever. At the conclusion of each night the audience called for "God Save the Queen," and she sang it in a way that excited bursts of applause. An old farmer jumped up from his seat and shouted, "Who would not be ruled by a woman after this." She left this morning for Cincinnati. She has given $1,680 to the various public charities of this city.

The British residents of New York, gave a complimentary dinner on Tuesday evening to Mr. Henry Grinnell and the officers of the Arctic Expedition in search of Sir John Franklin. The dinner was given at the Aster House, and Mr Barclay, the British Consul, presided. The entertainment was a most agreeable one.—There was a presentation of medals to the officers of the Franklin Expedition, and it was arranged that those meant for the crews in that expedition should be distributed on Thursday, on board the U. S. ship North Carolina,—at the Brooklyn Navy Yard—the use of which had been granted for the purpose.

THANKSGIVING.—The Governors of thirty-one States, it is said, have fixed upon November 27th, for the uniform observance of the annual Thanksgiving, being the result of a correspondence with them by the Governor of Ohio.

The schooner President, arrived at Portsmouth, N. H., on Friday, from the Bay of Chaleur, reports that there were 114 fishing vessels in all lost or disabled in the late fearful gale.

There were in the port of New York, on 1st Nov., 22 steamers, 140 ships, 83 barks, 116 brigs, and 174 schooners. Total, 559.

Father Mathew will publish copious notes of his tour in America immediately after his return home. His Secretary, C. R. Mahony, Esq., will edit the work.

Chevalier Hulsemann, the Austrian Minister, had an interview with Mr. Webster at the State department on Saturday, and it is rumored that he is instructed to ask his passports as soon as Kossuth arrives.

The steamship Prometheus arrived at New York on Thursday morning from San Juan, with 503 passengers who have $600,000 in California gold dust.

There are *sixty-five* cities and towns in the United States, the population of which, by the census of 1850, is 10 000 or upwards.

A slave girl having been taken across the river at Niagara Falls, and finding herself on British soil, refused to return with her mistress to a land where she was held in slavery.

A London paper mentions with approval, and as an illustration of "American gallantry," that Capt. Nye, of the U. S. mail steamship Pacific, was the first to commence firing a royal salute of twenty-one guns on the instant of Queen Victoria's embarkation at Liverpool, to inspect the harbour.

A ship with 330 Chinamen arrived lately at Callao, where they were sold out for three years, at an average of $407 a piece. At the end of that time they have their freedom, three years' service being the consideration for their passage. Chinese domestics are much sought after at Callao.

YEN CHOU TANG, the famous Chinese missionary and scholar, died at Canton on the 9th August last, in the 75th year of his age. He was by birth a Pomeranian, and was sent to the East by the Netherlands Missionary Society in 1827; and after spending four years in Batavia, Singapore, and Siam, he went to China in 1831.—Being of an erratic disposition, within the next two years he made three voyages along the coast of China, then comparatively unknown. On the death of the elder Morrison in 1834, Mr. Gutzlaff was employed by the British Superintendency as an interpreter, and was employed in that capacity during the war. He afterwards received the appointment of Chinese Secretary to the British Plenipotentiary and Superintendent of Trade, in which office he died.

Mrs. Sherwood, the well-known authoress, died rather suddenly at her residence, Yelverton-place, Twickenham, Eng., on the 22d September. She was in the [illegible] of her age.

PHYSIOLOGY.

This science proves incontestibly that foreign excretory matter, proceeding from careless treatment of the hair, is the cause of incipient, and the forerunner of confirmed, baldness. Bogle's Hyperion fluid cleanses, beautifies, restores, and secures the luxuriance of the hair, for which purposes and uses it has no parallel. Sold by the inventor, William Bogle, 277, Washington Street, Boston.

Sold by S. L. TILLEY, Druggist, St. John.

MARRIED.

On the 5th inst., by the Rev. Wm. Donald, A. M., Mr. Charles Russell, of Westfield, King's County, to Miss Margaret Reynolds, of the Parish of Portland.

On the 10th Sept., by the Rev. Wm. Smith, Mr. Isaac William Ambler, to Miss Anna Hicks, both of St. John.

On the 6th instant, by the Rev. William Donald, A. M., Mr. John McGarrigle, to Miss Ann Crombie, both of this City.

On the 4th inst., by the Rev. Robert Irvine, Mr. John Ewing, of the Parish of Portland, to Martha, youngest daughter of Mr. Robert Finlay, of this city.

On the 6th inst., by the same, Mr. William Coy, to Miss Mary Ann Nixon, both of this City.

By the Rev. A. Donald, on Thursday, 30th ult., Mr. James Stevenson, to Miss Mary McCarty, both of Hampton Ferry.

On Saturday, the 8th inst., by the Rev. E. McLeod, Mr William Buckley, to Cornwallis, N. S., to Miss Sarah M Herrington, second daughter of the late Ebenezer Herrington, of this city.

On the 10th instant, by the Rev. William Donald, A. M., Mr. Solomon Stanley, Mispec, Parish of Simonds, to Miss Harriet Davy, of the same place.

Same day, by the same, Mr. Henry Stanley, Mispec, Parish of Simonds, to Miss Margaret Jenkins, of the same place.

At St. Malachi's Church, on Wednesday evening, the 5th instant, by the Rev. James Cram, Mr. Robert Carleton, to Ann, eldest daughter of Mr. Hugh Toland, all of this city.

On Wednesday evening the 29th ultimo, by the Rev. J. E. Bear, Wesleyan Minister, Mr. W. H Gray, of Studholm, to Miss Eliza J. Jonspattrick, of the same place.

At Christ Church Cathedral, Fredericton, on Thursday the 30th October, by the Lord Bishop of Fredericton, assisted by the father of the Bride, Wm. H. Troop, Esquire, Barrister at Law, of Nova Scotia, to Georgiana, fifth daughter of the Venerable the Archdeacon of New-Brunswick.

On Tuesday evening, 6th inst., at the residence of John Glazier, Esq., in Lincoln, Sunbury, by the Hon. George Hayward, George Boyce, Esq., of Boston, to Elizabeth, second daughter of Mr Thomas Fowler, deceased.

At St. Stephen, on the 29th ult., by the Rev. Skeffington Lewis, D. D., Mr. Alex. Gilmour, to Mary R., eldest daughter of George Abbott, Esq., Dumbarton, New-Scotland.

At San Francisco, California, on the 11th Sept., on board the Barque James, by the Rev. Mr. Wilrey, Mr. James Ferguson, formerly of St. John, N. B., to Miss Frances Jessup.

DIED.

On the 6th inst., Mr. Robert Gates, Mariner, Sr., late C. E. Surveyor, &c., in the 81st year of his age. His dutiful and affectionate kindness and sincerity endeared him to his parents, relatives and friends, while his undeviating rectitude and integrity insured the respect and esteem of all who knew him.

On Thursday last, Edmund, infant son of Mr. John Mercer, aged 12 months.

On Friday morning, after a short illness, Mary Heffernan, wife of Mr. Thomas Heffernan, aged 23 years.

On the 4th inst., Irene, daughter of Mr. Robert Scribner, aged one month and five days.

On Sunday morning, of consumption, William Quinn, in the 18th year of his age.

In Portland, on Thursday, the 30th ult., Sarah,