

and from Windsor to St. Johns, St. Andrews, &c.; thus affording passengers to our American colonies an opportunity of arriving at their respective destinations in the shortest possible time, while those for the States, on their arrival at Boston, will be able to reach any place in the Union by the various railways, canals, &c. from thence. A further important advantage in the plan arises from the communication from Pictou and Windsor being weekly, thus giving passengers either going from this country or coming from Canada, New Brunswick or the United States, an opportunity of spending a week in Nova Scotia and then proceeding. Upon the whole, we consider the undertaking the most valuable that could have been entered upon for the colonies, giving a quick, regular, and secure opportunity both for the government despatches, conveyance of troops, and mercantile correspondence.—*Advertiser.*

Boston, April 22.

Steam Navigation.—A meeting of merchants and others, favorable to the proposed scheme of communication by steam between this port and Liverpool, was held on Saturday morning. The meeting, which was fully and respectably attended, was organized by the choice of F. J. Oliver, Esq., as Chairman, and B. T. Reed as Secretary. The object of the meeting was briefly stated by Mr. Bond, who explained the contract which Mr. Cunard has made with the English government for carrying the mails between Great Britain and America, and spoke of the necessity of a movement in this city for the encouragement of the project and the importance of some measures to induce Mr. Cunard to send the larger steam vessels to this port, only touching at Halifax without any transshipment there.

Mr. Bond was followed by E. H. Derby, Esq., who stated with great force the arguments which show the superiority of Boston over other American ports in a steam communication with Great Britain. From his statement of facts, and a letter from Mr. Cunard, read by the Chairman, it appeared that the annual compensation paid by the British government for the transportation of the mails will nearly pay the expenses of the voyages, so that on the government falls the whole risk of the experiment; and such are the advantages of the line that the saving made in purchasing fuel at Halifax instead of New York, and from the greater room allowed for freight by the reduction of the length of the passage, amounts to 15 or 20 per cent. annually on the cost of the boat. Mr. Derby concluded by offering several resolutions expressive of the sentiments of the meeting in relation to the enterprise, which were unanimously adopted, and a committee in conformity therewith was appointed. The Chairman in opening the proceedings read the following extract of a letter from Mr. S. Cunard to Messrs. Dana, Fenno, and Henshaw.

London, 22d March, 1839.

Dear Sirs,—

"You will be pleased to learn that Steam Boats are to proceed from this country twice in each month for Boston, calling at Halifax. The government have given the contract to me for eight years certain, and it may continue much longer,—a year's notice is to be given on either side. I am building powerful boats; they will be equal to any ever built in this country. They are 1100 tons and 420 horse power, and as the government have been very liberal to me, I am determined to have the best boats that can be procured. I am bound only to carry the mail on account of government, and am to get fifty-five thousand pounds sterling, paid quarterly—which is no small sum to assist me in paying the way; and I think when the boats are seen, that I shall have all the passengers from Boston, and to the eastward of Boston. I hope to make the passage to Boston, calling at Ha-

lifax, in twelve days. I have no doubt a steam packet will leave each port before long, three times in the month. It will be a great advantage to Boston, and I think you should all encourage me, and I have no doubt but you will do so.

Her Majesty's ships *Pique* and *Andromanche*, and Steam-Ship *Medea*, arrived yesterday; the two former from Montego Bay: the latter from Bermuda,—having on board the 8th Regt.

Mechanics' Institute.—Mr. A. McKinlay, President of the Institute, delivered a highly interesting lecture on Games, &c. illustrated by a number of beautiful experiments, on Wednesday evening week, being the last this season.

MARRIAGES.

On Sunday evening, 23d ult., by the Rev. Thomas Taylor, Mr. James Roussele, of Ireland, to Miss Sarah Letitia McDonald, of this place.

On Tuesday evening, 30th, by the Rev. Archdeacon Willis, Mr. John Bigby, to Mrs. Sarah Donovan, both of this town.

On Tuesday, 1st, by the Rev. Mr. Willis, Mr. Andrew Downe, to Miss Elizabeth Matthews, both of this town.

At Truro, on the 9th ult., by the Rev. W. Mc Culloch, Mr. Miles Gildert, to Miss Alice, daughter of the late Mr. J. D. Nash.

On Wednesday, 1st, by the Rev. John Scott, James Dewolf Fraser, Esq. of Windsor, to Catharine, daughter of the Hon. Charles R. Prescott, of Cornwallis.

On the 15th inst. at St. Mary's Church, by the Rev. Mr. Laughlan, Mr. Patrick Hurley, of the County Kilkenny, to Ann, second daughter of Mr. John Flynn, junr.

Thursday morning, 2d inst. by the Venerable Archdeacon Willis, Mr. Edward Lippincott, of West River Pictou, to Mary Ann, second daughter of Mr. Thomas Cassidy, of this town.

On the 1st inst. by the Rev. John Martin, Mr. James Blake, to Miss Isabella Stone, both of Brookside.

At "True Blue" Estate, Crooked Island, Bermuda, 5th Feb. under special licence from the Lieut. Governor, Nelson, eldest son of Daniel Moss, Esq. to Miss Lelah Jane Collie; George, second son of Daniel Moss, Esq. to Miss Sylvia Wier; Samuel, third son of Daniel Moss, Esq. to Miss Lydia Farquharson; Israel, fourth son of Daniel Moss, Esq. to Miss Sophia Meadows. Also—Mr. William Hannah, to Frances, eldest daughter of Daniel Moss, Esq. and Mr. Richard Havannah, to Caroline, third daughter of Daniel Moss, Esq.—[Bermuda Gazette]

DEATHS.

On Friday morning last, Mr. Marshall Story, in the 79th year of his age.

On Wednesday morning, after a severe affliction of three weeks, in her 40th year, Martha, wife of Mr. William Holland of Truro Head, leaving a large family to mourn their irreparable loss.

On Thursday, 25th April, after a short illness, borne with perfect resignation to the Divine will, in the 33rd. year of her age, Margaret N. wife of Mr. Richard Gorham, deeply regretted by her family and numerous friends.

Sunday morning, at his residence on Windsor Road, Lawrence Haas, in the 88th year of his age; he was a native of Germany, and came here a youth with some of the first settlers.

In the Poors' Asylum, Edward Davis, aged 27, a native of England.

At Marghera Grant, Lower Musquodoboit, on Monday, the 23d ult. after a short but severe illness, Isabella, wife of Mr. Malcolm McLean, in the 37th year of her age, leaving four small children, the youngest only eight days old, to lament the loss of a tender and dutiful parent, and a bereaved and disconsolate widower, to mourn the death of a most affectionate partner.

THE SUBSCRIBER has received per ships *Acadian*, *Jane Walker*, and *Prince George*, from Great Britain, a **LARGE SUPPLY OF BRITISH MANUFACTURES.**

Consisting of—BROAD CLOTHS and CASSIMERES, Cambrics, Gambroons, Flannels, White and Grey SHIRTINGS, Homespuns, Checks, White and Printed Muslins, PRINTED COTTONS, Dimities, LINEN, Lawns, Hollands, Osaburgs, Plaids, Merinos, Shalloons; a great variety HANDBKERCHIEFS and SHAWLS, Girds de Naples, Ribbons, CHALIS, Mousseline de Laines, Hosiery, Hats, Bonnets, Boots and Shoes, Mackintosh Cloaks, Carpets, &c. &c.

The whole of which will be offered for sale upon the lowest possible terms—*per CASE.* J. M. HAMILTON.
May 4th, 1839. 4 nos.

BOOK and JOB PRINTING of every description neatly executed at the Wesleyan office, over Messrs. Wier and Woodworth's store, Marchington's wharf, near the Ordnance,