

ner hailed me, and strongly pressed me to come on board. I felt extremely desirous to do so, but not being my own master, I could only make an excuse and state my orders to be speedy. The next moment, however, perceiving that something was wrong, I asked what was the matter, and whether I and my boat's crew could render him any service. Thinking me, he replied in the negative, again pressing me to come on board for a short time, and informing me of some trouble having been found. This determined me, and at the next moment I was again shaking hands with your warm-hearted countrymen. In the few words which passed between us, Captain De Haven told me that the vessel had got swept in round the point, and that the currents in the Arctic seas were excessive, and ever varying, so I can easily account for the Advance getting the mishap. I again begged him to lend a hand at the windlass, and I was strongly invited to go below in the cabin once more; but my orders had been issued, and I was unwilling to go against my inclination, I had to bid adieu, and with many sincere wishes on both sides, I parted from those whom I shall always remember with the most pleasant feelings. In another quarter hour I was on shore examining and giving directions to make as strict a search as my limited time permitted, and my return I passed near enough to the Advance to return a friendly wave of the hand, and in another half-hour had lost sight of the American flag.

Now, with regard to the time that it was probable they might still find an open season, it must not be forgotten that all the vessels were then on the borders of the greatest difficulties. First, however, let me inform you that one reason which induced me to run close under the stern of the Advance, was to tell them where I had seen the "Rescue"; which was close in by Cape Bowden. It is clear, then, that on the 24th of August, the following may be put down as the state of things as connected with your two vessels.

The "Rescue" was as far ahead in a north-easterly direction as any vessel belonging to the Discovery Fleet; she was in a good position to make to the northward and westward, or if necessary to run over to Cape Hecla. She was all in order, and free from difficulty, for her coils were displayed in the usual manner in answer to ours,—which they would not have been had anything occurred rendering a communication necessary; for then a proper signal would have been hoisted.

The Advance was at Cape Riley heading off, so as, no doubt, to get to clearer water before night. Captain De Haven had a full knowledge of all that had taken place up to that period, concerning the movements of the other ships—knew what had been discovered on shore by Capt. Ommanney—was acquainted from the reports of the "Rescue" with the state of the ice across Barrow's Straits and Wellington Channel. Possessed of this knowledge, he would be well able to direct his future movements, which, no doubt, would be to speedily join his consort, and then, as he intimated, himself make Cape Hecla and Bank's Land on one side (the south side of the usual route) while the "Rescue" attempted it by searching the north side of Parry Islands. The month of clear season that might naturally be expected, would, I think, enable me to do this, for the whole body of ice was in a manner intersected with lines of water as far as my eye could trace them from the Crow's Nest, and much of it was in motion. The probable position of your ships then would be, in my humble opinion, about the middle of October, within the boundaries of the usual and mysterious winter, west of Bank's Land.

Provincial Parliament.

HOUSE OF ASSEMBLY, MONDAY, FEB. 24.
BILL TO SECURE MINERAL LESSEES IN THEIR RIGHTS.

The House went into Committee on this Bill when Mr. Gray, the mover, entered into a brief explanation. He stated that, under present regulations, the Lessees were not protected—no other parties trespassing on their rights, and if they were, they were not remedied, hence the necessity for this Bill which would enable them to prosecute trespassers.

minerals, to license others than the grantees, their heirs and assigns, to work these mines. The right was reserved to the Crown, and it was provided that the Government should allow the mines to be worked or not, as they saw proper, and to enter into arrangements with the owners of the soil as to the amount of royalty to be paid. This was a general measure necessary.

Mr. Barbour said the bill was not fairly put before the Committee by its opponents. The case stood thus: the crown had reserved a certain right, and it was not right to allow the mines to be worked or not, as they saw proper, and to enter into arrangements with the owners of the soil as to the amount of royalty to be paid. This was a general measure necessary.

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The Hon. Attorney General followed, pointing out that the law now afforded a remedy against a debtor who should be absent six months, and although he had no serious objections to the bill, he could not say that he was altogether in favor of such a measure, for it certainly went further than any law now in force in this country or in the mother country.

After a good deal of discussion, Mr. Johnson moved that the words "or person" should be struck out of the bill, and the bill as amended should be made by the higher officers, or by the authorized deputy, such service to be made on the agent conducting the business, &c.

Mr. Gray replied, stating that the bill was not fairly put before the Committee by its opponents. The case stood thus: the crown had reserved a certain right, and it was not right to allow the mines to be worked or not, as they saw proper, and to enter into arrangements with the owners of the soil as to the amount of royalty to be paid. This was a general measure necessary.

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The Observer.

SAINT JOHN, MARCH 4, 1861.

The "Empire" with the English Mail of the 15th inst., arrived at Halifax on Wednesday evening last, in 11 1/2 days from Liverpool. The passengers, among whom were Capt. David and Miss Vaughan, William Walker, and Hugh Irvine, of St. John.

The "Pacific" to New York, with the Mail of the 24th, now on ten days, will be the next steamer from Liverpool.

The "Enterprise" the American Steamer Arctic, 103 days from New York, on the 16th, in the Channel.

The City of Glasgow sailed on the 12th for Philadelphia, with a full freight and a fair complement of passengers.

His Excellency Sir Alex. Bannerman, the new Lieutenant Governor of P. E. Island, came passenger on the R. M. Steamer Europa, on the 16th, in the Channel.

The London Gazette contains Her Majesty's confirmation of the appointment of the Hon. L. A. Wilmut to a Justice of the Peace.

Among the recent deaths, we regret to notice that of Lord Evelyn, President of the British and Foreign Bible Society. We also notice the death of the celebrated Dr. P. B. Smith; of the youthful Dr. Black of the Barony Church, Glasgow; and of the Hon. Lord of the House of Commons, in the House of Lords on the 14th. Lord Montagu presented a petition from New-Brunswick, soliciting Parliamentary aid for the purchase of a steamer for the North America. His Lordship supported the prayer at considerable length, urging the necessity of the measure merely as one of state policy. Lord Stanley also supported the prayer, and the bill was carried by a majority of 232—144 members being 235, against 63. The bill was accordingly brought in and read a first time, and ordered for a second reading on the 21st.

Lord John Russell recommends Cardinal Wiseman to live quietly in Rome, and content himself there.

The number of Mormons, or "Latter-day Saints," in the United Kingdom, as stated by the "Millennium Star," is amount to 20,747, including 4,087 in Wales, 3,257 in Scotland, and 90 in Ireland.

A subscription has been set on foot to raise a "Nineteen Fund," to enable Mr. Layard to prosecute his researches in the ruins of Nineveh. The British Government being exhausted. Prior to the Earl of Ellesmere, and Sir J. Guest, have each subscribed £10.

On Thursday, the Atlantic, Captain West, arrived at Liverpool from Queenstown, in tow of the Dreadnought and Defence steam-tugs.

It is confidently stated that the Duchess of Kent (Queen's mother), and the Duchess of Sutherland—the Queen's lady in waiting, and the richest peeress in England, are on the eve of becoming members of the Catholic Church.

It has long been a custom to make writing desks, tables, &c., of the parrot coal of Fife. Mr. Thomas Williamson, of West Wemyss, is making a sofa of coal; it is for the great exhibition.

Mr. Percy Bysshe Shelley died on Saturday last. She was the widow of the poet, the daughter of Mary Westoncroft, who was a common woman; and was married to Shelley in 1818, being his second wife.

Whist Mr. Patrick, of London, aged 88, was reading a newspaper, on Tuesday evening, his clothes caught fire, and he was burned to death.

The new candidate for the representation of Dublin, upon the Whig and Liberal interest, is Mr. Norton, formerly Chief Justice of Newfoundland, and now a member of the English bar.

The Pope claims for the British Cabinet for the use of his church 1000 square miles of territory in Canada, heretofore the estate of the Jesuits.

The Pope has become greatly alarmed at the state of things in France, and has requested that the French government may be altogether exterminated from Rome.

THE ATTORNEY GENERAL'S SPEECH.—The Speech of the Attorney General, Mr. Gray, delivered in the House of Assembly on Tuesday, 27th inst., was a most important and interesting one. It was a full and complete statement of the state of the law, and of the measures proposed to be taken to amend it. It was a most able and eloquent speech, and it was well received by the House.

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