

fore she was finished, because it was said to be a dead failure, and the effect was prejudicial to the interests of those concerned with him in the enterprise. But the results had far exceeded his anticipations. The half a pound to the square inch was necessary to start the engine. The weight of the crank alone was sufficient to do this.

The Courier in describing the proceedings on board the vessel during the trip, says that after every person on board had fully examined the vessel and engine, and the trial was over, the hon. member, Capt. Ericsson explained in a simple and lucid manner all the workings of the machine. Subsequently a meeting was organized by the appointment of Hon. J. Raymond, Chairman, and Carlos D. Stuart, Secretary, and several other gentlemen, who were appointed to draft resolutions expressive of the sentiments of the meeting upon the matter before them. Mr. White, Professor Adams, and several others, being appointed such committee, reported a number of resolutions which were unanimously agreed to and ordered to be published. Among them were the following:

Resolved, That the peculiar advantages of this engine are more fully and deeply impressed with the importance of the subject upon which it feels called to express a judgment, than completely aware of the many advantages to the public which must arise from the now incontestable success of the invention which has today been put into practical operation.

Resolved, That upon thorough examination and actual observation, we are entirely convinced that the invention of Captain Ericsson is no longer of questionable practicability, but that it takes rank with the foremost of the great and useful inventions which the world owes to science and genius, and that it promises to surpass in efficiency any other adjunct to the advancement of commerce and the industrial world.

Resolved, That from its economy, safety, and ready applicability to all purposes requiring motive power, the Caloric Engine cannot fail to minister largely to the happiness of mankind.

Resolved, That the peculiar advantage to sea vessels of the new motor presented to the world by Capt. Ericsson is now fully established, and that it is likely to prove in every respect superior to steam for such purposes.

Resolved, That the remarkable economy of fuel necessary for its working, the absence of all risk from explosion, and the low temperature throughout the ship, even in the engine and fire rooms, as satisfactorily exhibited on this trip, are among the most prominent claims of the Caloric Engine to the attention of the scientific and commercial world.

Resolved, That in his lucid, simple and comprehensive statement of his theory and description of his engine, Capt. Ericsson has not only demonstrated the beautiful completeness and perfect working of the system which he has brought, by twenty years' elaboration, to its present commanding position before the world, but has shown a scientific knowledge which hardly less titles him to the admiration of all who heard him.

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required aid was not sent. Capt. K. in this same measure abandoned, but did not desert his trust, though he had handsome pecuniary offers for other engagements. He let the vessel as a storeship, and the proceeds arising from the hire of the vessel, had her first trip in sea-worthy condition, proceeded last year to Valparaiso, and there transhipped to America the cargo of a condemned vessel. He subsequently arrived at Boston, discharged his cargo, and at once proceeded on his way to England. It is supposed that his conduct will be suitably noticed by the underwriters in England.—[Boston Daily Advertiser.

THE NEW BRITISH MINISTRY.—The London correspondent of the New York Commercial Advertiser, gives the following interesting details, in respect to the members of the new British Ministry.

Lord Aberdeen, Premier; Age 69. Was Secretary of State for foreign affairs in the Wellington Administration about 20 years ago, and subsequently under Sir Robert Peel, from 1841 to 1846. He also acted as Secretary of State for the Colonies, having received that appointment in 1834, and held it for about a year.

Lord Cranworth, Lord Chancellor. Age 62. He has been Lord Chancellor since the death of Lord Lyndhurst in 1845, and was appointed Vice-Chancellor in 1852.

Mr. Gladstone, Chancellor of the Exchequer. Age 43. Son of Sir John Gladstone, Bart., a Liverpool Merchant. Is member for the University of Oxford. Began his political career at a very early period, and has been Under Secretary for the Colonies, Vice President of the Board of Trade, Master of the Mint, President of the Board of Trade, and Secretary of State for the Colonies, in succession at various intervals. Was last in office under Sir Robert Peel, in 1846.

Lord Palmerston, Secretary of State for the Home Department. Age nearly 60. Was Secretary at War 44 years ago, and held the department for 30 years. Became Secretary of State for Foreign Affairs in 1830, and continued so with two intervals until December, last year.

Lord John Russell, Secretary of State for Foreign Affairs. Age 60. Was Paymaster of the Forces, from 1830 to 1832. Appointed Secretary of State for the Home Department in 1835, and Secretary of State for the Colonies, in 1841. Resigned upon the formation of the Peel cabinet, and remained out of office till 1846, when he was called upon to form an administration of his own, which lasted till the Spring of the present year. Has been member for the city of London, eleven years.

The Duke of Newcastle, Secretary of State for the Colonies. Age 41. Was First Commissioner of Woods and Forests, and Chief Secretary for Ireland, (Lord Lincoln).

Sir James Graham, Bart. First Lord of the Admiralty. Age 60. Previously occupied the Admiralty from 1830 to 1832, and retired in 1834, on account of the extent to which it was intended to carry the reform of the Irish Church. Was Secretary of State for the Home Department, under Sir Robert Peel, from 1841 to 1846.

Earl Grey, President of the Council. Age 37. Was appointed Vice President of the Board of Trade in 1848, and was subsequently Paymaster of the Forces and Treasurer of the Navy. Succeeded Lord Palmerston as Foreign Secretary in 1851, and held the office for nine months, until the formation of the Derby Cabinet.

Duke of Argyll, Lord Privy Seal. Age 29. Has taken an active part in the debates in the House of Lords during the past few years, but has not previously held office.

Mr. Sydney Herbert, Secretary at War. Age 42. Was Secretary at War in the Peel Administration, at the time of its resignation in 1846. Had previously been Secretary to the Admiralty.

Sir Charles Wood, President of the Board of Control. Age 52. Has been Secretary to the Treasury, Secretary to the Admiralty, and Chancellor of the Exchequer, which latter post he held from 1840 till 1852.

Sir William Molesworth, Bart., First Commissioner of Public Works. Age 42. Was member for Cornwall, from 1832 to 1837, and has sat since that time for the metropolitan borough of South. He resigned himself to the question of colonial reform, and was formerly proprietor and editor of the Westminster Review.

Marquis of Lansdowne, a seat in the Cabinet without office. Age 73. Was Chancellor of the Exchequer many years back, and recently President of the Council, under Lord John Russell.

These form the Cabinet. The subordinate offices are mostly to be filled by experienced persons who have previously acted either under Sir Robert Peel, or Lord John Russell. The Secretary of Ireland is to be given to Lord St. Germain. The age of this nobleman is 54. He was formerly Ambassador to Spain (as Lord Elibon) and has been Secretary for Ireland, and Postmaster General.

The late Mr. JOHN BURY, who died in Halifax on Monday last, was a veteran man-of-warman of the old school. He was, if we are correctly informed, impressed out of one of Cochrane's vessels, sailing out of this port, in the year 1804, at the same time that the late Capt. Head, R. N., was taken on board a man-of-war. After his impressment Head's friends succeeded in getting him on the quarter deck, and he subsequently attained his Post rank sometime after the close of the last war. This gallant officer commanded the *Carter*, 18 gun brig sloop, throughout the American war of 1812, and she was not less remarkable for many narrow escapes made from the enemy's grasp than for the number of prizes that fell into her hands. Capt. Head died at Leamington, England, some years since. His less for mate shipmate, after serving a great many years, in several ships, under various commanders, but principally with the immortal Nelson, parted with him in all the regular manner, and he has gone down to the grave full of years, although the honours were not awarded him. His only son, John Bury, was in the enjoyment of a pension; but one thing is certain, and that is, he has at length paid the debt of nature, and has gone down to the grave full of years, although the honours were not awarded him. His only son, John Bury, was in the enjoyment of a pension; but one thing is certain, and that is, he has at length paid the debt of nature, and has gone down to the grave full of years, although the honours were not awarded him.

What STEAM HAS DONE.—The time was when eggs in Calcutta stood a fixture summer and winter at 3d., and haddock at 6d. a dozen, and who but the disposer if he ventured to ask a halpenny more. The times have changed since and even in the dead of winter exporters can calculate on a regular transit to the southern markets almost to an hour, and hence the price of eggs has risen to 3d. per dozen, and haddock to 2s. per dozen. The parallel lower sale prices and what losses have been incurred by the exporters, and how they have been unco-surely even at that. We heard of one exporter of eggs having sent up to the Edinburgh market this season, from Calcutta, upwards of £2000 value of that article alone. Of the quantity of smelted haddock sent from Calcutta we have no data, but it must amount to a large figure.

THE ORATORS OF ENGLAND.—The London correspondent of a Scotch paper gives some interesting information respecting two or three of the most noted members of Parliament. Mr. Russell, in his plain, unadorned, but as anxious, wasted appearance, and Lord John has not improved upon your Highland pastor. Macaulay's bilious look is also a shade paler, and his punchy firm set features are more than a little etched in a mark. The speech of the Speaker was an act of something more than formal etiquette; it was a work of cordial respect and affection. I may remark that Lord Brougham is looking remarkably well. He is running about, every where, as active as he was thirty

years since, and he appears to be constantly brimful of jokes and observations, which he fires off on all sides.

SCIENTIFIC PREDICTIONS.—Capt. McKay, of the clipper *Sovereign* of the Seas, previous to sailing from New York for San Francisco, in August last, addressed a letter to Lieut. Maury, of the National Observatory at Washington, requesting a copy of the fourth edition of his "Sailing Directions," for the use of the voyage. Lieut. Maury answered the letter, stating that if Capt. McKay would follow the directions laid down, the *Sovereign* of the Seas would be able to cross the Equator in the Pacific on or before the 25th day of October, and would reach San Francisco in one hundred and three days.

The *Sovereign* of the Seas crossed the line only 11 days behind the predicted time, and dropped anchor in the harbor of San Francisco one hour and three days and two hours after leaving New York.

His prediction on a voyage of 17,000 miles, is a forcible illustration of the benefits of modern research.—[Boston paper.

FORGERS COMING DOWN.—Mr. Knowlton, editor of the Worcester *Pollackian*, has condensed the post of Mayor of the city of Worcester. We are sorry to observe that in numerous instances, lately, editors have come down from their exalted position to incur the responsibilities of what are called high offices. We have invariably refused all overtures of the kind.—[American paper.

A petition signed by 28,000 ladies, praying the passage of a bill for prohibiting the sale of intoxicating liquors in the State, was recently presented to the Legislature of New York. The petition was presented by a deputation of ladies.

The ladies were received at the bar of the House and Mr. Speaker and Legislators of the State of New York. We come to you in behalf of 28,000 women—wives, mothers, and daughters—who are in need of your honorable help for protection. We ask protection that our households may not be despoiled of the little that we have, and that our children may be saved from the hands of the drunkard's demon.

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The following passengers left this City yesterday morning in the steamer *Perry*, for Annapolis, by the way of the Canal steamer *Europa*, which leaves Halifax this week for Liverpool, viz:—

Wm. McGlinchey, Alex. Adams, P. McCullough, John Fotherby, John Boyd, E. E. Lockhart, J. W. Bond, A. Gilchrist, John Ems, A. Gilmore, A. McTavish, J. McDonnell, S. Neil, George Morrisey, John Armstrong, G. Kilpatrick, Wm. Magee, Thomas Crozier, John Hegran, Robert Koley, James Howard, Wm. Small, A. Ritchie, and Thomas Hillyard.

THE PROVINCIAL REVENUE.—PROSPECTS OF THE CONDITION OF THE PROVINCIAL TREASURY.—We have been kindly favoured with a comparative table of the general revenues of this Province for the years 1851 and 1852, which is as follows:—

	1851.	1852.
Loan Duty,	47,211	27,758
Import duties,	82,844	92,581
Export duty,	17,286	18,242
Casual Revenue,	3,309	5,800
Supplies for Cont. Sec.,	450	871
Auction duties,	14	227
Emigrant tax,	967	583
Light House dues,	3,884	4,222
Sick and disabled Seamen's fund, 1,339	1,829	
Total	171,733	183,220

From this statement it will be seen that there has been an increase on every branch of the Provincial Revenue, except the Emigrant Tax, and the Loan Duty, and the Disabled Seamen's Fund. The falling off on these two branches, however, is only £174; while the increase of duties on imports is no less than £16,200. The total increase in the revenue of the year 1852, is TWENTY-ONE THOUSAND, THREE HUNDRED AND THIRTY-ONE POUNDS.

We believe that the revenues of New-Bruns-wick have never before reached so high a sum, and that this flourishing condition of the Provincial Treasury is highly encouraging, more especially when the Country is about to enter on the construction of railways on an extensive scale.

ON SUNDAY LAST, the body of Mr. John Jordan, a surveyor of lumber for the Messrs. Wiggins, who had been drowned near the Ferry landing at this side, was found near the point on Saturday evening. He left home for the City on Saturday evening, to get some papers and letters, and was not heard from after. It is said the deceased was subject to fits, and it was thought that he was attacked by one of these while waiting for the Ferry Boat, and falling over the Plots was drowned. This, however, is but conjecture, and nothing positive is known of the way in which the accident occurred.—[Freeman.

The remains of Mr. Jordan were interred this day, unanimously attended.

FIRE.—On Wednesday morning, about 4 o'clock, a fire was discovered in the store occupied by Mr. Thos. W. Smith, next door to the *Sentinel* office. The fire was prevented from spreading only by the want of air in the store. Mr. James Boyer, who slept immediately over the store, found his room filled with smoke, and on going down stairs discovered the fire in the store. He immediately gave an alarm, and as soon as water could be procured the door was burst open, and the first fire could not be seen, but in less than a minute after opening the door the whole room appeared to be in a blaze. Water being at hand the fire was fortunately extinguished before much damage was done to the building, but the goods were very much injured, and some entirely consumed. It is supposed the fire caught from a spark which fell when the candle was blown out about ten o'clock in the evening—and which had been extinguished in the store. The fire broke out at 4 o'clock. The goods were insured.—[Woodstock Sentinel, Jan. 20th.

A daughter of Mr. H. B. Jacques, about seven years of age, was badly burned on Thursday evening, by her clothes taking fire. She was found by her mother, who immediately called for the fire, and the flames reaching above her head, she was immediately surrounded by several men, who extinguished the fire, but not before she was very badly burned.—[Freeman.

The commodious School House recently erected by the Amos Seaman, Esq., on his estate in Florence, at the cost of nearly a thousand dollars, was accidentally consumed last evening by fire. It was built after the American model, ornamented with a Spire, and possessed a valuable bell, which together with an excellent Hot Air Furnace (the purpose of heating the building) was destroyed, although nearly two hundred persons were especially collected.

The inhabitants of the district, fully sensible of the advantage derived from the School taught by Mr. Wylder, an exceedingly well qualified American gentleman, employed by Mr. Seaman, met at once, and before the fire was entirely extinguished, arranged for the immediate restoration of the building.—[Correspondent of Halifax Courier.

RAILROADS IN THE UNITED STATES.—The following interesting statistics in reference to the Railroads in the United States, we gather from the *American Railway Gazette* for January, 1853. On the 1st of January, 1853, (this day) there are in the United States 13,227 miles of complete railroads, and 127 miles in various stages of progress, about 700 miles in the hands of the Government, and the balance in the hands of three or four years—making a total of 33,155 miles of railroad, which will soon traverse the country, at an average cost of \$30,000 per mile (a well ascertained average) for each mile of road, including equipments, &c., will have cost a capital amounting to \$234,650,000, as follows:—

	1852.	1853.
13,227 miles completed,	\$396,210,000	
12,728 miles in progress,	\$377,810,000	
7,000 miles under survey,	210,600,000	
Total	\$984,650,000	

or, in round numbers, one billion of dollars; a sum which, at 6 per cent, would yield \$60,000,000 annually, or more than sufficient to cover all the expenses of the United States Government, and of the United States—of all advances derived from the United States differs materially from that published by the census office, and that of Mr. Andrews upon actual ascertainment. Both these documents, however, refer to a date anterior to 1853.

Mr. John Steele, known in America from his connection with the British and Foreign Anti-Slavery Society, is retiring from office, and over £1600 have been subscribed to present him with a testimonial.

ROME.—The Universe says a general subject of conversation at Rome is the recent conversion to the Catholic faith of Dr. Ives, the Bishop of South Carolina in the United States.

The Pope, in person, administered the sacrament to the convert. Dr. Ives, in abandoning the Episcopal Church of the United States, has given up a very advantageous position. His wife, it is said, is not wholly opposed to his intention, but she begins to defend him against the remarks of the Protestant ministers who accompanied the Bishop to Rome.

LATER FROM CALIFORNIA.—New York, January 28.—The "Star of the West" has arrived, with San Francisco dates to Jan. 1st. She brings 300 passengers. The Oregon left on the 21st, and the North-gold on 1st January, with nearly \$2,000,000 in gold.

The winter is the severest since it has been populated by Americans. The snow is abundant in the State. Communications throughout the mining regions are almost entirely cut off by snow or overcast and ing streams. All lowlands are inundated. The whole country between Paluma and Sacramento rivers are partly inundated by mountain streams. The loss of mining implements was very great. Stockton was partially inundated, and property to

a considerable amount destroyed. The flood has been universal throughout the whole country. The waters are higher than in the memorable winter of 1849.

All work is suspended. Bridges swept away. Ferries destroyed. Lives lost. Stockton was inundated partially. A man named Wm. R. Jones, was hung by the people a few days since, twelve miles above Sacramento, for murder.

DIOCESAN CHURCH SOCIETY.—The anniversary meeting of this Society was held in this City last Thursday, the Lord Bishop of Fredericton in the chair. The annual report was read, which showed that the Society is steadily advancing, the gross revenue being somewhat over £1044. The Secretary and Treasurer were re-elected. A Resolution was unanimously passed, and a Committee appointed to draw up a Petition to the Imperial Parliament, setting forth the strong opposition which has been manifested in this Province to any changes in Colonial Church Government.—[New-Brunswick.

WESLEYAN MISSIONS.—The following sums were raised on the occasions of the anniversary meetings of the Branch Wesleyan Missionary Societies, held during the last week in this City and Portland:—

At Carleton, £10; Germain-street Chapel, £23; Portland Chapel, £30 2s. 6d.; Century Chapel, £40. The proceeds being nearly forty pounds beyond the collections of the year preceding.—[16.

THE "TALK ON CHANGE" in the *Liverpool Journal* of the 8th January, closes as follows:— "The further talk was, that among the undertakings ushered in with the year, the establishment of a regular line of packet ships between this port and the city of St. John, N. B., maintains a prominent place; and that two well-known and respectable firms in that city who have united in carrying out this important enterprise, deserve well of their fellow-citizens—and that, as the arrangements seem complete, success will be the result; that the merchants in the Province, the shippers here, and the underwriters on both sides, will unite in testifying that they appreciate its value."

IMPORTS.—The total value of every description of goods imported into this port from all countries during the last year, amounted to \$284,450,000—of this sum, \$257,088 sterling was for Haberdashery, Silks, Cottons, Woollens, &c.; \$53,405 sterling for Hardware, and \$131,375 sterling for all kinds of Broad Stuffs, including flour, meal, Wheat and other descriptions of grain