

parishes, have in some measure been the cause of this; inasmuch as, depending on the ample provision made for the supply of the ministrations of the Church by a pious Sovereign (which to say the least is a very precarious dependence), they have not made that provision for the support of their clergymen, which their circumstances would easily have enabled them to do, and which would have caused parents to turn the thoughts of their promising sons to the church, as affording not only a most extensive offer of usefulness, but also a moderate competency for themselves and families. This is a subject which your committee believe cannot be brought too often or too prominently before the members of the Church, in the older and abler parishes; for while they are those at whose door the blame lies, they will not suffer first or most; for their parishes will be supplied by the withdrawal of the younger clergy from the less desirable parishes, missions which will be left destitute; and thus they too will suffer themselves indirectly; for St. Paul says plainly, that "we are all members one of another; and if one member suffer the other members suffer with him."

Another subject which claims the attention all the members of the Church is the University of Trinity College, Toronto. Most unwillingly did Churchmen give up their right to a share in the ample endowment provided from the public funds for the education of their children—and most steadily did they oppose its provision to objects foreign to those for which it was originally intended. But when their efforts failed and King's College being abolished, the present University of Toronto was established, they could no longer look to the public endowment for the education of their children; because that education was thoroughly divested of all religious foundation.

Their only alternative therefore was to establish a College from their own funds for the education of their children in those principles which they deemed of more importance than the most complete secular education. That has been done; a Royal Charter has been obtained; able instructors engaged in their important duties; a large number of young men are availing themselves of the sound education there afforded them; and the founders of the College have every confidence in appealing to the members of the Church to support the only collegiate institution at which their children can receive instruction in accordance with their principles.

All of which is respectfully submitted.

J. M. MILLER,
Secretary, N. D. B. D. C. S.

Niagara, February 24th, 1853.

Your managing Committee have read with deep interest a Report submitted to the monthly meeting of the parent Society on the 2nd inst., shewing the working of the Society in this Diocese, and feel deeply thankful that this matter has been so ably treated in that important document; to which they beg leave to call the serious attention of the members of the Church in this district.

Colonial News.

SECRETARY'S OFFICE,

Quebec, March 26th, 1853.

His Excellency the Governor General has been pleased to appoint Jean Baptiste Parent, of Beauport, and Daniel Byrne, of St. Sylvestre, Esquires, to be Justices of the Peace in and for the District of Quebec.

His Excellency has been further pleased, under the provisions of the 16th Victoria, chap. 14, to discontinue the Court for the summary trial of small causes in the County of Drummond; the letters patent to that effect will bear date the 30th March instant.

Mr. Charles Wright, of Ste. Martine, in the County of Beauharnois, has been also appointed a Commissioner of Small Causes, in addition to the Commissioners gazetted on the 31st December last.

BUREAU OF AGRICULTURE.

Quebec, 24th March, 1853.

His Excellency the Governor General has been pleased to grant Letters patent of invention for a period of fourteen years from the date thereof, to the following persons, viz:

Albert Rounds, of the Village of St. John, Contractor and Master Builder, for "A new and useful improvement in the construction of Lightning Conductors"—(Dated 16th February, 1853.)

Daniel Mindigo, of the Village of St. John, Machinist, for "A new and useful improvement in the construction of Lightning Rods"—(Dated 16th February, 1853.)

Peter Rowe Highley, of the Village of Oshawa, Machinist, for "A new and improved Machine for cutting Hay and Straw"—(Dated 7th March, 1853.)

Aretus Andrews Wilder, of the Township of Sandwich, Engineer and Machinist, for "A new and useful Machine for Planing, Tonguing and Grooving Boards"—(Dated 7th March, 1852.)

FATAL ACCIDENT.—We are sorry to have to record another fatal accident on the works on the Great Western Railway; caused by drink. On Sunday evening last, three men crossed the unfinished bridge over the Grand River, near Paris, and proceeded to some shanties to drink. On their return one of the number named Archibald Morrison missed his footing and fell into the river and was drowned. His companions, strange to say, did not raise any alarm; but continued to search for their companion all night, and it was not till enquiry was made for him, next morning, that they admitted the truth. The body has not been found.

DEATH OF HENRY FINKLE, Esq.—Only three weeks ago, we were called upon to announce Mr. Finkle's resignation, as Councillor and Reeve of the Town of Woodstock; immediately after which, he proceeded to New York on his way to

the South, in the hope that relaxation from business and change of air might restore his health, which had been failing some months previously. An all-wise Providence, however, decreed differently, and it is now our melancholy duty to record his death, which occurred at New York on Sunday last, the 27th instant, in the 47th year of his age.—Mr. Finkle was among the earliest settlers in Woodstock, having moved into it about 18 years ago, and has always maintained the character of being one of the most enterprising of its inhabitants.—*British American.*

COMMENCEMENT OF THE PARIS SECTION OF THE BUFFALO AND GODERICH RAILWAY.—We learn from the *Paris Star* that on Monday last, it was decided that the ceremony of turning the first sod should take place at one o'clock, and H. Capron, Esq., consented to officiate on the occasion. Public Notice having been given, a large assemblage formed in the square opposite the Post Office, and thence proceeded to the ground. Having arrived at the ground chosen for the commencement of the work, H. Capron, Esq., proceeded to address the assemblage, and remarked that the present was a great and important day for the interests of their rising town. Mr. Capron then turned the first sod amid the cheers and plaudits of the crowd, wheeled it off to some distance, and delivered up the barrow. This terminated the ceremony, and the proceedings broke up.—*Dundas Warbler.*

SERIOUS ACCIDENT.—A serious accident occurred at the stone quarry, near the Gore Mills, on Wednesday morning, to a man named James Sullivan, who is about 22 years of age, which it is feared, will result in his death. It appears that he was engaged, with others, in removing some trees out of the way of the quarry men, when a large portion of a tree fell on him, and horribly mangled his head and body. The unfortunate man is said to have been a quiet, industrious person, enjoying the regard of his fellows. No hopes are entertained of his recovery.—*Dundas Warbler.*

Captain Maxwell, late of the steamer *New Era*, has obtained the Government contract for the Tug Boats on the St. Lawrence between this and Kingston.

CAPT. BOXER, R. N.—The *Quebec Mercury* says:—"Our fellow citizens will be pleased to learn the promotion of Capt. Boxer, R. N., C. B. to Rear Admiral of the Blue. The intelligence of his being gazetted to the vacancy occurring on the demise of Admiral Sir Thomas Capel, came out by the steamer of the 9th inst. We understand that the gallant officer, whose frequent and meritorious services in the cause of his country, fully entitled him to his high rank, will leave Quebec in May."

ACCIDENT.—On Friday last as Mr. Sheriff McDonald was crossing the Matland near its mouth on the ice, the ice broke and the Sheriff was partially immersed in the water, but we are glad to state that he escaped without any injury except a slight wetting.

The *Western Planet* brings us intelligence of the opening of navigation on the River Thames, and reports the first arrival at Chatham of the Steamer *Alliance*, with passengers, on Saturday last.

Quebec, 24th March, 1853.

Since the date of my last communication two of the most important of the Government measures have been continually before the House—I refer to the Representation Bill and the Bill for the Abolition of the Seigneurial Tenure. The first of these has been now fully disposed of by the Lower House, of whom, last night, sixty-one voted for its passing. How the "organs" will exert in the adoption of a measure which effectually places Upper Canada in subjection to Lower Canada. This, I am convinced, must be the inevitable result of its action, for although each division of the Province may be for a few years fairly represented, so far as numbers are concerned, it has been forgotten that while party feeling will in Upper Canada ever maintain two or three yawning divisions in the ranks of its members—members from Lower Canada who must of necessity be almost exclusively French, being influenced by a strong national feeling will be well banded together, and always maintain an effective majority. The Bill, as I anticipated, has been completely altered, having been printed over no less than three times. The bill as passed has hardly the slightest approximation to the bill as brought in by Government, but its effects will not be the less injurious, and more especially so to Upper Canada, notwithstanding amendments moved by Sir A. McNab and Mr. Brown, providing for increased representation, in proportion to increased population, Government and the Lower Canadians insisted on both sections being for ever placed on a similar footing. But two Lower Canadian members voted against the Bill, Mr. Badgley and Mr. Marchildon. Mr. Badgley could not consistently have supported the Bill, having resolutely opposed it since its first introduction by Mr. Lafontaine. The French party have now got all they required from the present Government, and it now remains to be seen, if like the viper they do not turn and bite the hand that has cherished them. Some suspicion of consequences like these appears to fill the minds of the Upper Canada section of the Government. From certain remarks one of them has been heard to let fall, it would appear that it would not displease them much were the measure defeated in the Upper House. It is understood that the call of the Upper House will not take place until the opening of the navigation, even should that be the case ministers have plenty to do until then. There are now, you will see, thirty-nine Government measures on the orders of the day, and will you believe it, Sir, that after a Session of four months and a half they have only passed eighteen bills! and yet they are continually asserting their anxiety to push thro'

the Government measures. The Governor General came down last Friday, and is coming down again to day to sanction bills of which I believe a dozen altogether have been passed. The organs have I perceive been doing their best to smother over the narrow approach to a defeat, suffered by the "strong Government" the other night on the Ecclesiastical Corporations Bill, by declaring that Conservatives and Mr. Brown's party formed a coalition for the defeat of the ministry. No assertion could be more unfounded, the bill was framed to gratify, as I said before, two opposite parties, and was carried only by the loose fish of both. Its opponents voted for it conscientiously, but from motives as extremely opposite as black from white.

It was edifying last night to witness the apparent exultation of modest Malcolm on the passing of the Representation Bill. In the most dignified and parliamentary style, and as became the President of Her Majesty's Council applying his fingers and thumb systematically arranged to his classic nose, in token of the scorn he felt for its opponents, apparently forgetting that the passing of that bill was the death blow to his party. In order to let their excitement cool down, the House will adjourn to-day until Tuesday next, when I expect the Seigneurial Tenure Bill will be first taken up. I should inform you that Mr. Brown has given notice of resolutions on the Clergy Reserve Question, and Mr. Cauchon has given notice of a question as to whether ministers endorse the opinion of Mr. F. Peel and the Duke of Newcastle, with respect to the Roman Catholic Endowments. I fancy in endeavoring to escape Scylla in this case they must inevitably split upon Charybdis. To-day the streets are crowded with devout Catholics "making their stations" at the different churches whose altars are decorated with plate and adorned with tapers and flowers. They visit every church going through a certain formula in each. The custom is to commemorate the sufferings of our Saviour while carrying his cross; but it is time I closed as the Mail leaves at four o'clock.—*From the Quebec Correspondent of the British Canadian.*

Quebec, 5 April, 1853.

Last night after the Report left an address was voted for copies of the last reports of Inspectors of the Provincial Penitentiary. Mr. Dixon moved for correspondence relative to the later dismissal from the Commission of the Peace and asks a copy of—the petition and the names thereto, of certain individuals praying for such dismissal. Yeas, 25, Nays, 32.

The Legislative Council agreed to a Bill to incorporate the London and Port Sarnia Railroad. Mr. Sicotte introduced a Bill to authorise the depositors in the Montreal Provident and Savings Bank, to appoint Trustees to wind up the affairs of the said Bank.

On motion of Mr. Ridout, the 64th rule of the House was suspended in so far as relates to a Bill to incorporate a Company for the erection of an Hotel in the City of Toronto.

Mr. Ridout then introduced the said Bill. Mr. Christie of Wentworth, moved that the 64th rule of the House be suspended in so far as relates to the incorporation of the Company to construct the Railroad from Brantford to Maiden, lost.

Mr. Christie of Wentworth, introduced a Bill to incorporate a Company creating water power on the Grand River.

The Bill to incorporate the Stanstead, Shefford and Chambly Railroad Company was read the third time. Referred.

An Act to incorporate a Company for a Railroad connecting St. Catharines with the Great Western Railway, was read the first time, the rules being suspended.

On motion to refer, a petition of Mr. C. Small was negatived.

The following Bills were read a third time, An Act regulating securities—The Bill to regulate emigrants and quarantine passed through the Committee, and the University Amendment Bill also passed through Committee, as to certain clauses. Mr. Hincks stated that it was his intention to make compensation to the Medical Professors for the loss of their chairs, the amount to be fixed by the House.

ARRIVAL OF THE "NIAGARA."

New York, March, 31.

The 'Niagara' arrived at Halifax last evening, from Liverpool on the 19th inst. She brings 96 passengers and a full freight. In the fog prevailing here she struck at the entrance of the harbor, but received no damage.

The 'Arctic' arrived out on the 15th. The screw steamer arrived out on the 18th inst. in 12 days and 12 hours, from New York.

The screw steamer 'City of Manchester' arrived out in 14 days and 8 hours.

ENGLAND.—The Parliamentary business is unimportant.

Lord J. Russell stated in the House of Commons, that the American Government had reduced the duty on prints, calico and paper—or measures thereunto will soon be introduced.

Mr. Mills called attention to the fact that the only winter route of the British to Canada is through the territory of the United States—and he asked if the Government intended to facilitate it by the guarantee of the Halifax and Quebec Railroad.

Mr. Peel, for the Government was unable to state.

Lord J. Russell spoke of Austrian proceedings towards Sardinian subjects in consequence of the military insurrection. The Sardinian Government had requested the British Government to interfere against sequestration, and Great Britain had written a strong letter to Vienna; but in the

meantime the Austrian authorities had stated it was their intention to remove sequestration from parties proving themselves innocent.

Lord J. Russell stated that the Government had received notice that the Grand Duke of Tuscany had liberated the Medici family, and allowed them to leave Tuscany.

The Clergy Reserves Bill proceeds slowly through committee.

The estimated import of gold for the next two weeks is £3,000,000.

FRANCE.—the Emperor's policy being to present a quiet aspect towards all governments until after the coronation, the political news is scarce.

Great anxiety is manifested for the Pope's visit to Paris. It is likely, but not certain, that he will come.

On dit—that the Emperor of Austria insists on the Pope coming to Vienna to crown him; but to this Napoleon will not consent.

LONDON MARKETS.—Consols have fluctuated from 100½ to 100¾, and closed at 99¾. The bullion in the Bank of England has increased £700,000. Transactions in the U. S. stocks have been small—holders demanding an advance.

Bacon firm—going up. Sales at 54s. a 56. Lard small business at 53s a 55s.

LIVERPOOL MARKETS.—A better tone prevailed during the week. Market closed steadily—wheat at 1d advance—flour, 3d a 6 advance—Corn, 6d advance. Dennistown & Co. quote western canal at 23s 9d a 24s 3d;—Baltimore and Philadelphia at 24s 6d.

ARRIVAL OF THE "ARCTIC."

New York, April 5th, 1853.

The *Arctic* arrived this evening at 4½ p. m., with Liverpool dates to 23rd ult.

ENGLAND.—Parliament had adjourned over for the Easter Holy day.

A letter from Mr. De Cons the French minister of Marine in reply to one addressed to him by Mr. Ewart M. P. gives assurance of the most pacific intentions of the French Government, and that a serious misunderstanding between the two nations would be one of the greatest misfortunes.

A fire took place on the 19th ult., in the Prince of Wales Tower at Windsor Castle. Several rooms in the occupation of the Royal Family were badly burned, and at one time the noble edifice was in danger of destruction.

Strikes of mechanics and working classes generally for higher wages, were becoming more frequent and were being obtained by various classes.

FRANCE.—Rumours were current that the Coronation would take place at Rheims.

ITALY.—Great activity prevails amongst the revolutionary chiefs in Lombardy and that an outbreak somewhere may be looked for about the first of May. Kossuth and Mazini are said to be jointly working for this end.

TUSCANY.—The Medici embarked at Leghorn on the 20th.

TURKEY.—The threatening aspect of Russia towards Turkey has been the cause of the greatest excitement, not only in Constantinople, but in London and Paris, causing considerable fluctuation in funds. The proceedings of Menschikoff the Russian minister, are of a warlike character. The British fleet in the Mediterranean had been strengthened. The French fleet had been ordered to proceed to the Archipelago at once. The latest intelligence states that it is probable matters would be peaceably settled.

We, (*Connought Watchman*) have been favored with the following extracts from a letter just received by Mr. D. Baird, of Ballina, from his brother in Australia. It contains some information that may not be uninteresting to intending emigrants:—

Melbourne, Oct., 21st 1852.

You are aware that we sailed on the 25th June, in the *Tippo Saib* (Capt. Stuart.) On the 28th Sept. we arrived off Cape Otway; the scenery there is very beautiful—high lands, well wooded, and a very splendid waterfall. As you may guess, we all teased our eyes on this novel scene. The entrance to the bay, between the land, is two miles in length. The tide runs at the rate of six knots an hour within a few yards of the shore. We at length reached Hobson's Bay, where all ships' anchor, about nine miles from Melbourne—thankful to the Lord for all his goodness and sparing mercies after a voyage of 95 days, which was anything but a disagreeable one. Our Captain was a man well qualified to command, and showed the greatest kindness to every one on board. There was no spirits sold on board, but a very large quantity of wine, ale, and porter; it would be incredible to you to know the quantity cleared—above £1,000—by ale and porter, beside wine—if spirits had been sold the people would have gone wild in hot weather. The water was very bad being in new casks. The allowance of water was one quart daily for each passenger, the other two went to the galley to make tea and cook the meat. The allowance was quite sufficient for any reasonable eater. I can scarcely say how we all on board spent the time. It was excessively hot as far as the Cape, and very cold from the Cape here. There was very little reading on board, a man would read more in two weeks at home than was read during the voyage. An immense amount of cash exchanged hands by gambling (*blind hook*) and many who had money had none leaving the ship. When we anchored we found that we must land at our own expense, we were all nicely taken in by the broker, who stated on our tickets to be landed at Port Philip instead of Melbourne. Port Philip is a district, and Melbourne is nine miles off up the river Yarrowyarrow. The steamer