

appear to have communicated the workings of his mind to any one, nor disclosed the real motive for which he left Nova Scotia.

Thus Mr. Editor, has terminated the labours of one of our most valuable, devoted, and talented ministers. We of course sorrow to attribute motives, and deeply sympathize with the Church, and with his wife and eight small children, and the many and valuable friends he has left behind.

My God overrule it for good, and may I prove a solemn warning to those in authority to beware how they tamper with Rome, or recommend the use of *Crosses or Credence Tables* in our Churches. When we see the delusion coming where it was least expected, and one so sound in doctrine, and so truly protestant in faith, led captive by the designs of Satan, and the infatuation of a deluded mind, we may well pause, and pray, and we also fall into temptation.

It is a solemn time in our Churches here, and fervent prayers have been offered in private [and] in the sanctuary, that if possible be rescued from taking the fatal step, and that the matter of yesterday confirm the fact, and Edmund Stanger is in full communion with the Church of Rome. PROTESTANT.

From the Montreal Gazette. Lord Bury's Mission. THE INTER-COLONIAL RAILWAY. In 1849 the Canadian Parliament passed an Act by which it offered to guarantee to the Imperial Government, or any Company which it might authorize and assist to construct a road between Halifax and Quebec, the payment of interest upon the sum to be invested to the extent of £200,000 per annum, to give the company or government all ungranted lands for ten miles on either side of the railway route, and to furnish ground for stations, &c. Nova Scotia and New Brunswick made similar grants, the three colonies thus furnishing a guarantee to the extent of £60,000 sterling per annum.

Lord Bury, the head of a company for carrying this scheme into execution, has come over to know if the Canadian Government and Parliament are ready to take this Act into consideration, offering to limit the dividends to be guaranteed to 4 per cent. The grant when offered was a reasonable one, which we should have been glad to see carried into effect. Times have changed since then. Canada has spent three millions of money upon a Grand Trunk Railway, constructing 100 miles of this very road—of that portion, too, which has not opened up or added value to any considerable portion of her ungranted lands. Forced, partly by the tardiness of the Imperial authorities, partly by the rashness of her own Finance Minister, into an antagonism with Nova Scotia and British Ministers on the subject, she has also contributed to build up for her commerce an outlet to the Atlantic through foreign territory, since an agreement was to be arrived at respecting the route through British territories. Nay, more, urged on by the Imperial Government, she is spending more than £200,000 per annum in training a militia for the defence of the Province, though against this has to be set the proceeds of the ordnance property. The railway was intended principally as a means of defence—no one ever asserted it would be a profitable commercial undertaking. She is paying on her expenditure for this railway between Quebec and Montreal through the States over £180,000 per annum on her six per cent debentures—that is to say, nine times the amount she offered to guarantee for a railway between Quebec and Halifax for the same purpose.

The Imperial Government and Mr. Hincks forced us into this position, and we have no means to leave us in the position we are in. The negotiations for operations in 1859 upon the basis laid down in 1849. Accordingly, when the Hon. Messrs. Macdonald and Ross late year waited upon the Imperial authorities on this subject, they did not fail to represent the altered position of the Province, the much greater burdens which, since then, it had assumed, and showed that the only way to secure the completion of this road would be its construction as an Imperial work—like fortifications and other military works—by the Imperial Government. We add might, and we have no means to leave us in the position we are in. The negotiations for operations in 1859 upon the basis laid down in 1849. Accordingly, when the Hon. Messrs. Macdonald and Ross late year waited upon the Imperial authorities on this subject, they did not fail to represent the altered position of the Province, the much greater burdens which, since then, it had assumed, and showed that the only way to secure the completion of this road would be its construction as an Imperial work—like fortifications and other military works—by the Imperial Government.

As to the Imperial Government, we believe that in no way could land or labor be so well bestowed, but we hesitate ere expressing our conviction that the Province can afford to offer any considerable guarantee. This is the purely financial—the "hard fact" aspect of the case, and in this direction the promoters of the scheme seem to go no further than we have done now. We are told in their prospectus and the speeches and documents forming its appendix, in vague general terms, a great deal about the wealth and future destiny of the Province—a great deal of second-hand information of this sort is dealt out with a profuse hand. But we have none of those definite, well arranged calculations of traffic, based upon population, and trade routes, which most promoters of railways and all skillful railway engineers take care to prepare. For instance, the proposed route would open directly to the St. Lawrence the trade of the Resigneque and the beautiful Baie de Chaleurs, a district which it would be well for Canadians, as well as the promoters of the scheme, to examine with more attention. We have no satisfactory information furnished us on this point. Then, again, we have the trade of Prince Edward's Island to be secured, during the summer at all events, through Sheliac or near port. In so far as either of those districts is a consumer of Western produce, the railway would give Montreal and Quebec perfect competition for their trade. There could be no competition for it raised by any commercial enterprise. Again we are told by those who have been there, that no place on this continent offers more beautiful scenery for the tourist, more splendid sea-bathing for the invalid—a more pleasant resort for pleasure travellers, than this same Baie de Chaleurs. Even the Southern shore of the lower St. Lawrence looks bleak and inhospitable for much of the year, but as soon as you have crossed the highlands, which divide the head waters of the St. John and Resigneque from those of the Riviere du Loup and the other streams flowing northwards into the St. Lawrence, he enters upon a more genial climate. The worst part of the Highlands, so far as relates to the obstructions of snow and ice, is already built. We have heard a great deal about colonization, and certain sums have annually been expended to open up new settlements. A portion, if not all this sum, might, for a few years, at all events, be wisely employed in aiding a railway company to colonize this district—in order that the fisheries, lumbering and agricultural resources might be fully developed. As people see snow so often on the earth in the lower St. Lawrence when it is not to be found elsewhere, because the habitants now live after so primitive a fashion, and contribute so little to the wealth and the revenues of the country, they have jumped to the conclusion that there is no habitable country there. Yet we have abundant evidence from men with good eyes, who know very well how to use them, that there is a beautiful and fertile district to be opened up. For these reasons, while, in face of the heavy debt already imposed upon the Province, and the necessity for a wise economy, we think the Government and Parliament may well hesitate about giving any fresh vitality to the act

of 1849—may well consider of the advisability of repeating it, we yet hold to the view that any step taken abruptly to close any negotiations which would lead to the opening up of this great thoroughfare. For over and above this great financial question, which is now of such great importance to us, lies the national one. Are we to become partners in the deadly strife, and heartburnings, and vexations, and slavery, which disturb and seem likely to rend asunder the neighbouring republic? or are we to build up here a separate nationality of our own? If the latter, we are no longer children to expect mamma over the water to do everything for us; we, too, must put our shoulders to the wheel.

The Author of "The Great Iron Wheel." MR. EDITOR,—The enclosed I have cut from the "Christian Guardian," and shall be obliged to you for its insertion in the Provincial Wesleyan. The character of the man who, vilely and wickedly, assailed the peace and prosperity of our beloved Zion, ought to be known from Dan to Beersheba, and in Gath and proclaimed in the streets of Ashdod, that friends and enemies may know how much weight to attach to those base and slanderous statements made against the purest and most successful form of Christianity which has appeared since the Apostolic days.

JOHN LATHERN. Cornwallis, Dec. 10th. The notorious Rev. T. R. Graves, author of the villainous book against Methodism, called the "Great Iron Wheel" is undergoing a trial at Nashville, under charges of libelous, slanderous and seditious acts. The Richmond Christian Advocate says: "If they cannot find cause for his libelous and seditious attacks upon the Methodist Church, we are persuaded, if they will go outside, and try him for his falsehoods against Methodism, they will find proof enough to hang him high at as least as a felon." It would be wishful to say in all sincerity that we heard any thing at the meeting calculated to capsize the conviction long entertained by us, viz: that the construction of the Halifax and Quebec Railway was set at rest, and that the Canadians secured an Atlantic Terminus at Portland, and that nearly all hope of a Union of the North American Colonies was buried at the same place. We have never ceased to consider the interests of the people of the mother country with reference to the magnitude, and then practicable, scheme propounded to them by Mr. Howe, for the consolidation and elevation of one British Empire in the Western World, as one of the most suicidal acts ever perpetrated by British Statesmen; who then had in their power to "shape the ends" of these splendid Provinces—"rough hew them" as the Provincials say.

General Intelligence. DOMESTIC. PUBLIC MEETING AT TEMPERANCE HALL. We took the array of Lord Bury was announced, and statements were made as to the object of his mission. The Mayor in compliance with a Request of the city as called a Public Meeting in Temperance Hall on Wednesday at 7 o'clock, and a large number of the friends of the cause were present. The platform was occupied by Judges, Lawyers, Members of Parliament &c., showing that party and prejudice were not to be allowed to interfere with the great national projects like that under discussion.

Reviews and Magazines. FROM FULLER'S AMERICAN BOOK STORE. We have received from Mr. Fuller, Messrs Leonard Scott, & Co's reprints of the Edinburgh and Westminster Reviews for October, and Blackwood's Magazine for November. We append tables of contents: The Edinburgh Review:—Memoirs of the Court of England during the Regency, 1811-1820; Report of the Trial of Madeline Smith at Edinburgh, June, 1847; History of Ancient Athens; Memoirs of the Marquis de Lafayette; Contributions to the Philosophy of Vision; The Earls of Kildare and their Ancestors; Studies of Homer in the Homeric Age; Guy Livingstone or Through; The London Cotton Plant; The Edinburgh Review and Mr. Froude's History; The Westminster Review:—France under Louis Napoleon; Indian Heroes; F. W. Newman and his Evangelical Critics; Travel during the last Half Century; The Galas Tragedy; Realism in Art; Recent German Fiction; Outbreak of the English Revolution, 1642; Contemporary Literature; Note to Art.

Marriages. At Lower Tishish, N. S., by Rev. T. H. Davies, at the house of the bride's father, on the 4th Nov. Mr. Osborne, CHARLES, to Miss Elizabeth Ward, N. S. At East Branch, Nov. 4, by Rev. R. E. Crane, M. A. Mr. James H. B. to Miss Elizabeth Ward, N. S. At the house of the bride's father, on the 4th Nov. Mr. Osborne, CHARLES, to Miss Elizabeth Ward, N. S. At the house of the bride's father, on the 4th Nov. Mr. Osborne, CHARLES, to Miss Elizabeth Ward, N. S.

Waths. On the 11th inst. SARAH JANE, wife of Cornelius Feltus, in the 34th year of her age, died at the residence of her father, George H. Feltus, at the house of the late George H. Feltus, at the residence of her father, George H. Feltus, at the residence of her father, George H. Feltus.

Shipping News. PORT OF HALIFAX. ARRIVED. WEDNESDAY, December 8. Brigantine, Fenton, St. John, P. E. Annet, Roskill, Kingston, Jan. 10. Mountaineer, St. John, N. B. Mountaineer, St. John, N. B. Mountaineer, St. John, N. B.

Wesleyan Conference Office. LETTERS AND MONIES RECEIVED SINCE OUR LAST. [The current volume of the P. W. for 1850.] Rev. A. McNutt, 29th, for P. W. for 1850. Rev. J. G. Hendrix, 104, Gros. Johnson St., for P. W. for 1850. Rev. J. G. Hendrix, 104, Gros. Johnson St., for P. W. for 1850.

Late European News. ST. JOHN, N. F., Dec. 8.—The steamship City of Washington, from Liverpool, the 24th inst., passed Cape Race at 3 o'clock yesterday (Tuesday) afternoon. Her arrival is four days later than those received per the Express at Boston.

Commercial. HALIFAX MARKETS. Corrected for the "Provincial Wesleyan" up to 4 o'clock, Wednesday, December 15. Bread, Navy, per cwt. 17 6d a 19s. Flour, Am. 6th per bbl. 30s a 32s 6d. Coffee, Java, per lb. 11d a 12d. Sugar, Brown, per lb. 11d a 12d.

Government Contract. THE Deputy Commissary General will receive tenders, in duplicate, at his office, on FRIDAY the 31st December, from all persons desirous of MAKING SUCH QUANTITIES OF BREAD AND BISCUIT as may be required at this Station from 1st April 1850 to 31st March, 1851.

Government Contract. THE BREAD or BISCUIT to be of the best quality and to be baked exclusively from Flour the produce of the United States or Canada and of the best quality, and to be delivered to the Commissary General at the Station, on the order of the Commissary General. The Flour to be used in the manufacture of Bread or Biscuit for the Troops, or for the purpose of inspection, shall be of the best quality, and to be delivered to the Commissary General at the Station, on the order of the Commissary General.

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New Advertisements. Government Contract. THE Deputy Commissary General will receive tenders, in duplicate, at his office, on FRIDAY the 31st December, from all persons desirous of MAKING SUCH QUANTITIES OF BREAD AND BISCUIT as may be required at this Station from 1st April 1850 to 31st March, 1851.

Tender for Hospital Supplies. THE following quantities and descriptions will probably be required more or less, and the rates must be stated as under-mentioned: 500 lbs of Tea, 500 lbs of Coffee, 500 lbs of Sugar, 500 lbs of Rice, 500 lbs of Flour, 500 lbs of Beans, 500 lbs of Peas, 500 lbs of Lentils, 500 lbs of Oats, 500 lbs of Barley, 500 lbs of Potatoes, 500 lbs of Apples, 500 lbs of Oranges, 500 lbs of Lemons, 500 lbs of Peaches, 500 lbs of Plums, 500 lbs of Cherries, 500 lbs of Raspberries, 500 lbs of Strawberries, 500 lbs of Currants, 500 lbs of Gooseberries, 500 lbs of Blackberries, 500 lbs of Elderberries, 500 lbs of Huckleberries, 500 lbs of Raspberries, 500 lbs of Strawberries, 500 lbs of Currants, 500 lbs of Gooseberries, 500 lbs of Blackberries, 500 lbs of Elderberries, 500 lbs of Huckleberries.

Provincial Hospital for the Insane. NOTICE. THIS Institution will be ready for the reception of patients on the 1st of January, 1850. In order that the patients may be admitted on the 1st of January, the Board of Directors have directed the Clerk of the Institution to receive applications, and to admit patients on the 1st of January, 1850. The Board of Directors have directed the Clerk of the Institution to receive applications, and to admit patients on the 1st of January, 1850.

Protestant Alliance, of Nova Scotia. THE FIRST LEGISLATIVE OF THE CONFERENCE IN COMMON with the Protestant Alliance in the Province (D. V.) At Temperance Hall, Tomorrow, FRIDAY, EVENING, 17th inst. BY REV. PROFESSOR KING, to which all Protestants are invited. SUBJECT:—The Papsy—a conspiracy against Civil and Religious Liberty. Tickets of admission 25 and 50 cents. Doors open at 7 o'clock. Doors closed at 10 o'clock. G. H. BEECHER, Secretary.

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