The Observer.

SAINT JOHN, JUNE 3, 1851.

RAILWAY MOVEMENTS.

The bright prospects which were beginning to open have become suddenly obscured. We never believed in the possibility of these Colonies, with their sparse population, spread over a territory nearly as large as the whole of Europe being able for many years to come to undertake the construction of Railways from their own resources. We therefore regarded the various projects which were from time to time brought forward, as evidences of visionaries, or mere political claptraps, and accordingly did not profess to be in the end.

In the European and North American Railway, we imagined we saw a scheme that, as it achieved the impossible, would command the sympathy and assistance of the world. The wants of the world required a railway of that kind, the "Short Route" between Europe and America, and as soon as our attention was directed towards it, we felt satisfied that as this was a road that must sooner or another be built, every step taken to secure it would be one in the right direction.

We have shewn our opinion with the whole country we believe, sympathized with unmingled satisfaction in every thing that has been done both by the Legislature and by those who have assisted in forwarding this noble undertaking, and we felt as if that a thing now is required but unanimity and a steady perseverance in the course adopted to bring this magnificent enterprise to a successful termination.

That unanimity, however, is likely to be disturbed by the revival of the old Halifax and Quebec bubble, which some of the scheming politicians of Nova Scotia have again brought forward, to serve their own purposes.

By holding out to the people of Nova Scotia land and money at a cheap rate of interest for which they never are called on required to pledge to the Imperial Government the whole of their revenues, to impose such taxes as will answer the annual payment of the interest on the capital advanced and a sinking fund for the gradual liquidation of the debt; the said taxes to be permanent until the whole is paid, the Imperial Government to decide what taxes are necessary, and that the said taxes are to be under the control of Commissioners appointed by the Imperial Government.

By the offer of money on such terms, and which we will be bound to expend on any undertaking which they acknowledge will be "commercially uncommercial," or in other words, will not pay its own expenses, one would scarcely expect that the most verdant Bluenose could be caught. To quote some spirited remarks which appeared in the *New Brunswicker* at the time—"Are these terms to which the free population of any part of this Continent would for a moment even dream of submitting? It is an insult to our common sense—the blood boils at the bare thought: sooner would the people of this Province eke out a scanty subsistence amid their forests—*wild by free*."

To this we heartily respond, and trust that no "New Brunswicker" will be so base as to accept, even if the badge of his servitude should be made out of the seven million of sovereigns" which Mr. Howe so impudently shakes in our faces.

As we believe we were the first of the Provincial Press to introduce this noble enterprise to the public, we subjoin our Editorial of July 2 1850, and it will be seen that the enterprise has more than realized all we predicted:—

"LIGHT AHEAD!—In all the Railway projects hitherto submitted to the people of this Province, there has been wanting that necessary element to their being prosecuted to a successful issue,—a fair prospect of their proving remunerative to the Stockholders. Notwithstanding the most strenuous efforts and the most expert calculations on the part of their advocates, no line has as yet been able to command the needful. The money would not come. And indeed, it was a hard task to prove that a Railway from nowhere to nowhere, without passengers at either end, and but bears and wolves at the mid stations, could ever be made to earn enough to grease the wheels of the locomotives.

Accordingly, one project after another has been puffed up and blown into the air—those most interested in the advocacy having failed even to convince themselves of their feasibility—if we may judge from their speedy desertion of their premature bantlings. *Political* capital, however, may have been gained, which was perhaps all that was sought for.

In the plan which has been recently laid before the public in Halifax, by Mr. Morton, an American Engineer, we think we see signs of "a good time coming" for this Province. The plan is, that Nova Scotia should run a line from Halifax to Amherst, and New Brunswick from Amherst round the Bend to St. John, there to join a direct line to a point near Calais, to meet the American Lines coming this way from Bangor. The distance through Nova Scotia would be about 136 miles, and through New Brunswick about 200.

It may be safely calculated, that if this line were established, it would command a large majority of the passengers between Europe and America. The distance between Galway and Halifax, by a daily line of fast steamers, carrying passengers only, could be accomplished in six days, and were the passage money reduced to under £10, this line would take the passengers.

As the main trunk line, we think this would get the support of all parts of the Province. For the benefit of the North, a branch line might be run towards Miramichi. Passing from St. John through the Nerepis and Douglas Valley, a branch would easily connect Fredericton and the upper parts of the Province; or, the St Andrews and Woodstock Railway might form either a portion of the trunk line or a branch from it.

Here then, is a Railway that *will pay*, and we venture to say, that the *more it costs, we consider, than the better it will look*. Put where is the capital to come from? Here is a line of 330 miles, requiring at least two millions of money!—If this line is fitted to become, as we verily believe, the great highway of nations between the old world and new, there will be no want of capital. Britain and America can always find capital for profitable investment.

We need not descant on the advantages this Province would derive from such a Railway. To speak it in few words—it would be the making of us. Let all, then, who are interested in the prosperity of the Province, bend on to this Railway. Let us meet, discuss, and examine; and if it be found that all this is so, let each of us give our time, labour, and money to the work—assuring himself that every dollar we spend to a good purpose in such a cause, will directly or indirectly produce Ten.

We learn that the Hon Joseph Howe, of Halifax, and the Hon. Edward B. Chandler, of Westmorland, are expected to arrive in this City this evening, en route to attend the Railway Convention shortly to be held in Canada. It is expected that Mr. Howe will address St Andrews to the public on Railway matters to-morrow.

☞ We are requested to state that the Annual Meeting of the Congregation of SAINT ANDREW'S CHURCH, for the Election of TRUSTEES, and the transaction of other business connected with the Church, will be held To-morrow (Wednesday) at 12 o'clock, noon.

The steam ship America, from Boston for Liverpool, carried out $101,000 in American gold and $29,000 in sovereigns.—The Cambria arrived at Halifax on Friday morning, and shortly after proceeded on her voyage to Liverpool, with His Excellency Sir John Harvey on board.

The Rev. Dr. Richey, Wesleyan Minister, for Canada, was also among the passengers by the Cambria.

FIRE IN PORTLAND.—On Sunday morning, between the hours of 9 and 10 o'clock, a fire broke out in the roof of the house owned and occupied by Mr. George F. Smith, next to the Wesleyan Methodist Chapel, in Portland, which for a short time threatened the destruction of the Chapel and the adjoining buildings. The inhabitants of Portland were promptly at the scene of danger, and by great and persevering exertions they not only prevented the flames from extending beyond the building on fire, but succeeded in saving the whole of the lower part of the building, the roof of which was however wholly destroyed. The Engine belonging to John Pollok, Esq., was early on the ground, and rendered most effectual service in extinguishing the fire. The conduct of the people of Portland who were at the fire deserves the highest meed of praise, many of whom were exerting themselves on the roof of the house, almost surrounded by the flames, and continued their exertions until they succeeded in saving the building.

Joseph Fairweather, Esq., has been appointed and sworn a Justice of the Peace for this City and County.

QUARANTINE.—The Brig "Field Marshal Radetzky," with 98 passengers, arrived at the Island on Sunday, after a passage of 26 days from Cork. One passenger died on the voyage, and some four or five others that exhibited symptoms of fever, were landed on the Island yesterday, and the vessel will probably come into port to-day.

The seaman belonging to the "Integrity," from New York, who was landed at the Island with small pox, died on Sunday. No symptoms of the disease have yet appeared among the rest of the crew, who are at the Marine Hospital on the Island. The Pilot, Mr. Mulherrin, is detained with the crew.—*New Bruns.*

THE EUROPEAN AND NORTH AMERICAN RAILWAY.—We learn from Halifax, that the Hon. Mr. Uniacke has resigned as a member of the Executive Committee of this proposed railway.—*Ib.*

☞ The telegraph line has been extended to Eastport.

A reward of ten thousand dollars has been offered by the Massachusetts Legislature for the discovery of a remedy for the potato rot.

THE OLD BURIAL GROUND.—We observe the accounts and names of Subscribers for improvements in the Old Burying Ground, published in the Courier of Saturday. The amount expended is £180 1s.—and the amount subscribed, £178 11s.—leaving a balance out of pocket of Committee of £1 10s. We hope to have the pleasure shortly of publishing a long list of Subscribers to the *Fountain*, to be placed on King's Square.—*News.*

MELANCHOLY ACCIDENT.—Last evening Daniel Murray, a man employed in driving timber in the river, fell from a log near Sugar Island, and was drowned. He was a native of Restigouche, and a steady active young man aged about 19 years. His body was recovered in about half an hour, and brought in this City.—*Fred Reporter, Friday.*

We learn from the Quebec Gazette that the Government of Canada are considering the question of a uniform currency for British America, and that the several Banking Institutions have been officially addressed upon certain points: among others, whether a decimal currency would be an improvement.—*Halifax Recorder.*

Yesterday was the first warm, balmy day of the season, and expanded the leaves, the early flowers, and parasols most beautifully.—*Halifax Colonist, 27th.*

Five of the laborers engaged on the Chambly Canal, when crossing the river Richelieu in a canoe to their houses at St. Athenase, on Saturday evening last, were precipitated into the water, and drowned. Three of them were married. Their bodies have not yet been recovered.—*Montreal Pilot, May 24.*

TORONTO, May 24.—In the Legislative Assembly this day the Hon. Mr. Merritt, State Commissioner of Public Works, explained the reason of his retiring from the Cabinet, the principal one being the opposition of his colleagues to the establishment of a new fiscal system. He announced his intention to propose a complete arrangement in the Constitution on the principle of the State of New York, and stated that an expenditure of $60,000 in the removing of obstructions in the St. Lawrence would render our public works as productive as those of the State of New York.

A line of American (propeller) steam ships are to commence running between Boston and Liverpool next July.

Steamers Ohio and Commodore came in contact near Philadelphia on the 20th ult. The former sunk and several of the passengers were drowned.

[FOR THE OBSERVER.]

ORDINATION OF WESLEYAN MINISTERS.

Last evening, a very impressive and solemn service was performed in *The Centenary Chapel*, Saint George's Street. I have often enjoyed the privilege of being present at the various religious services of the Wesleyan methodists, but on no occasion can I remember have I been more gratified or more profited, than on that to which I have alluded. The spacious and well known edifice was filled, indeed crowded, with an attentive and devout congregation. The preliminary services commenced, according to previous announcement, at 6 o'clock, when the Rev. Mr. Knight prayed and gave out an appropriate hymn, which the whole multitude sung with great devotional fervour. This exercise of praise was followed by the offering up of an able and comprehensive prayer by the Rev. Mr. McNutt, of Bridgetown, N. S. At this stage of the services a very hallowed feeling seemed to pervade the whole congregation, by which they were prepared for rightly hearing THE WORD of God, select and appropriate portions of which were read by the Rev. Mr. Cardy, a Methodist Missionary lately arrived in this City from *Hayti*.

According to the Ecclesiastical usages of the Methodists in their ordination service, a brief synopsis of the doctrines constituting the Theology of the body, was exhibited by the Rev. Mr. Temple, of Fredericton. The presiding Minister Mr. Knight, directed the two Candidates to relate to the congregation, an account of their conversion, and a statement of their Christian experience and Call to the Ministry. These two young men, Messrs. PRINCE and TAYLOR, performed this important duty, in a manner highly creditable to their piety and their understanding; and which, no doubt furnished to all present, the most satisfactory evidence of their fitness for the office of the CHRISTIAN MINISTRY.

My attention at this time was attracted by a new feature in this varied and imposing ceremonial—the Rev. H. Pickard, Principal of the Sackville Academy here presented the Candidates, accompanying the presentation with some very grave and well chosen observations. They were then set apart for the service of the sanctuary, in the truly Apostolic way namely, by the laying on of the hands of the Presbytery; and while the senior Ministers were engaged in this solemn transaction, he whole house seemed to be filled with the Divine presence, and glory.

A very instructive Address, or Ordination Charge, was delivered by the Rev. H. Daniel of Carleton; nor can I dispose of my subject in this incident, without saying that this esteemed Minister acquitted himself with his usual ability.—The concluding prayers were offered up by the Rev. Messrs. Cooney and Sutcliffe—and when the benediction had been pronounced by the Chairman, the Congregation retired, apparently imbued with the unction that seemed to come down from above.

☞ THE ANNIVERSARY OF THE WESLEYAN MISSIONARY SOCIETY will be held This Evening, in the Centenary Chapel.—The Chair will be taken at 8 o'clock precisely.

P. C.

English News per the Canada.

In the House of Lords on the 15th May, Lord Stanley rose pursuant to notice to put a question as to the recent proceedings in the Legislature of New Brunswick, respecting the Railway from Halifax to Quebec. A bill was at present under consideration in the United States for the construction of a line of Railway, communicating between Lake Superior and the Pacific, which would give increased advantages to those States by making their territory the great highway between the Atlantic and the Pacific; and there was every reason to believe that that bill would soon be passed into law. Now, it appeared that the Colonies of Canada, New Brunswick, and Nova Scotia, had made a proposal for the construction of what he considered to some extent as a competing line, which would greatly develope the resources of those Colonies; but the Colonial Office in this country had not acceded to their proposal; and on the other hand, the Legislature of New Brunswick had refused to undertake the construction of such a line on the terms which had been offered by our Colonial Officer. He wished to ask the noble Earl, the Secretary for the Colonies, whether he had any objection to lay on the table of the House such information as he had received with regard to the Resolutions adopted by the Legislature of New Brunswick, upon that subject; and next whether Her Majesty's Government were prepared to take any new steps to meet the views of the Legislature of New Brunswick?

Earl Grey said he had no objection to lay before the House any information he could give upon that subject, although that information was at present very imperfect. He should say that he did not consider that anything that had as yet taken place in New Brunswick would necessarily prevent a satisfactory settlement of the question.

Lord Monteagle said, he had heard with much pleasure that there was no reason to believe that that subject might not yet be satisfactorily settled.

TRADE, COMMERCE, AND FINANCE.—As the month of May proceeds business becomes more buoyant, and symptoms of a steady if not active trade visible during the ensuing summer.

The position of the money market remains for the most part unaltered. Although the Bank of England returns issued on Friday exhibit a further decrease of bullion to the extent of £36,290, hopes are beginning to be entertained that the large influx of visitors expected to arrive in this country from America and the Continent to view the wonders of the "World's Fair," will greatly tend to the diminution of the export of gold and silver coin, whilst the returns arising from the export trade of March and April, which are reported to be extensive, must no doubt bring foreign exchanges to a position favourable to this country. Under these circumstances there is less anxiety manifested by the commercial community respecting the movements of the Bank of England.

Several causes seem combined against the Cotton trade. Among these are large imports, increased receipts at the shipping ports of the United States, and the rather dull and discouraging aspect of affairs in the manufacturing districts of Lancashire. The accounts by the America, which arrived here on Monday, advise us of a decline in the New York market to the extent of half cent per lb. during the week ending April 29.

The weather in the latter end of the week was rather unfavourable for the growing crops, much rain having fallen, and the atmosphere being quite cold and ungenial for this season of the year. It has, however, been fine both yesterday and to-day—everything that the farmer could desire toward forcing forward the young crops. We are now less liable to be affected by the "season" than when the Corn Laws were in operation; consequently, the Grain trade keeps exceedingly free from fluctuation. In the latter end of the past week there was a fair usual demand for most articles, and traders were enabled to obtain slightly advanced prices for Wheat, Flour, Oats, Oat Meal and Indian Corn; but as large imports of Flour are to hand during the past three days, the market is less active, and closed quietly this evening at last week's prices.

Trade in the manufacturing districts cannot be good if we attach any credit to the several reports which have reached us from various quarters of London, Lancashire and Yorkshire. The producers of goods and yarns, at Manchester, look gloomy; and betwixt a sluggish home demand, and the distracting tenor of American accounts, respecting the Cotton crop, &c., hardly know how to act. "To keep stocks low is the only chance; but this cannot well be done unless by having recourse to short time," and that would be a serious drawback to the triumphs of Free Trade, which was to elevate the condition of the working classes, afford ample employment, good wages and plenty of food and raiment.—*Liverpool Courier, May 14.*

The governors of the Bank of England possess the largest lump of California gold yet brought to this country. It was dug out of an alluvial bank at Carson's Creek, on the Stanislaus river, in August, 1850, by an Irishman named John Hughes, of Ardglass, near Downpatrick. It is a water worn specimen, and weighs 18 lbs. 3 oz. 8 grs.; and its value as a specimen is about £1000.

The London Times does not admit that the unpopularity of the present Cabinet is attributable to their free trade tendencies; but there appears to be a growing sentiment throughout the country that the corn law battle must be fought over again, and it is conjectured that then Ireland will throw her influence in favor of protection.

Mr. David Roberts has, it is said, received her Majesty's commands to paint, on a small scale, a picture representing an incident in the royal progress through the transept of the Crystal Palace on the day of its inauguration.

A Parliamentary paper has been printed, showing that the sum of £5000 will be required to be voted to defray the charge of the retirement of the additional number of Admirals, Captains, Commanders, and Lieutenants of the Royal Navy, in the year ending the 31st March last.

It appears that the population of Birmingham is now 232,631; being an increase, in ten years, of 49,740.

The population of Glasgow has increased from 280,682 in 1841 to 346,981 in 1851.

A cask of Cologne water has been sent to the World's Fair via Belgium. It will supply a fountain which will play in the Austrian department of the Exhibition.

A general exhibition, similar to the World's Fair, is now thought of in Paris.

Viscount Melbourne was in such a precarious state of health, that but slight hopes were entertained of his recovery.

Lady Franklin's vessel, the Prince Albert, was to sail for the Arctic Regions, on or about the 15th May.

In England there are two millions of draught and pleasure horses, and one hundred thousand agricultural horses.

It is said that the honor of knighthood is to be conferred on Mr. Joseph Paxton, the designer of the Crystal Palace, as well as on several of the Commissioners of the Great Exhibition.

An order from the Admiralty has been promulgated on board the commissioned ships at the ports, prohibiting any naval officer, whilst in uniform, smoking either in the public streets or in boats.

The Submarine Telegraph Company, for establishing an electric communication between Dover and Calais, received the grant of a royal charter on Saturday. The sum to be raised is £50,000, in shares of £1 each, to be paid in full. When this link shall have been constructed, the telegraphic line will be unbroken from London to Vienna and Trieste.

Dr. Gutzlaff, the celebrated missionary in China, has written to a Hungarian lady, that the new Chinese Emperor, Yeen Sung, is very inimical to the spread of Christianity, and has dismissed two ministers known as being lenient to foreigners.

Lion-dealing is now a trade in Algeria; but the "monarchs of the forest" are becoming very scarce, the approach of man having driven them to seek refuge nearer the desert.

FRANCE.—The census recently taken in France shows a total population of 35,500,000. The number of foreigners domiciled, of all nations, exceeds 1,000,000, of these upwards of 75,000 are English, in various parts of the country, which is considerably less than previous to the Revolution, when it exceeded 150,000.

PARIS, May 8.—It is said, in some quarters, that Louis Napoleon will soon resume his journey thro' the departments, and will this time proceed to the southern departments, visiting Lyons, Grenoble, Toulon, Marseilles, Bordeaux, &c. At Toulon he will review the French fleet under Admiral Deschenes. We shall see what will be the result of this new journey of Louis Napoleon.

The *Jeanie*, of Nice, gives an account of a violent storm, or rather waterspout, that burst over that town on the 26th ult. Roofs were torn off the houses, blinds unhinged, and chimneys thrown down, as usually happens in such tornadoes; but the most curious circumstance was, that after the storm, a patrol of the 17th Regiment of Piedmontese Fusiliers found a large number of storks on the bastions, stunned by the violence of the tempest. They were all carried to the barracks, where they soon recovered their strength.

Letters from Rome, of the 29th ult. announce that Count Corrado Pohlt di Roccatti, Ancient Deputy of the Constituent Assembly, lately arrested by the Austrians, had been condemned to death for high treason by the Tribunal of the Consulta.

FRANKFORT.—In anticipation of the meeting of the Diet on the 22d inst., the garrison of Frankfort is to be increased from 5,000 to 15,000 men, at once. This corps will form the nucleus of a force which is destined to reach the number of 150,000 men, designed, according to the latest arrangements, to be kept at the disposal of the Diet.

RUSSIA.—The official report of the population of the Russian empire in 1846, gives the following results:—In European Russia, 52,560,000; in the four Western Siberian districts, 2,150,000; in Russian Poland, 4,800,000; in Finland, 1,600,000; in the territory beyond the Caucasus, 2,500,000; in the districts of Jarkutsk, Kamtschatka, Ochotka, North America and the Kirgis-Kaissackish hordes, together, 2,000,000; forming a grand total of 65,000,000 souls.

TURKEY.—The *Tribune* translates the following from the correspondence of the *Presburg Zeitung*, dated Pera, April 2:

The ministry has at length decided on the fate of the refugees. The Porte has accordingly declared that it assumes the obligation of retaining in custody Kossuth, his wife, Count Batthyani, Nicholas and Moritz Perczel, Asboth, Gyurman, Lutcy and Wisoesky, and makes their fate dependent on further transactions with Austria. In order to effect the release of the others, an official is to be dispatched next week to Kutaiah, and superintend their surrendry to the Turkish Commissioners. They will then be brought to Gemlik in a Turkish vessel, which will deliver them in the Dardanelles to an American or English ship of war. At the same time, those refugees whose banishment has been demanded by Austria, especially Dobozai and Vay, will be banished from this place. Austria has thus obtained nearly all she asked. The Russian ambassador must be less satisfied with the result of his mission, since no decision could be obtained for the banishment of Gaikowski, on which he insisted. It is a curious fact that Gen. Aurick also, the zealous patron and friend of the refugees, should have to demand the banishment of the Frenchman Chanal, who came here from Geneva to receive the refugees into the great democratic league of nations.

Dates from Constantinople to April 24 have been received. Several prisoners, among whom were 10 Samians, compromised in the late insurrection, have been released according to the custom at the festival of Easter, in compliance with the application of the patriarchs of the Christian professions of religion.

United States.

Presbyterian Board for Missions, U. States.—Within fifty years 3,000 schools have been attended by 250,000 scholars. The Scriptures have been rendered into 200 languages, and may be read by six hundred millions of people. The probable number of native converts who have died in the faith is between 150,000 and 200,000. Four thousand churches have been built; and 2,000 ordained ministers, with more than 7,000 lay preachers and catechists have been sent forth among the heathen. The conversions have averaged between three and four hundred to each minister.

The Line of Telegraph known as House's Printing Telegraph, between Boston and New York with all the appurtenances thereunto belonging, was sold at auction last week, for $20,100. The line belonged to a company, and had cost, probably, 60 to $70,000. The purchaser was a gentleman belonging to Philadelphia.

A dreadful riot, attended with loss of life, took place at Hoboken, N. Y., opposite New York on the 27th May, (the day festival of the Germans,) between them and a gang of rowdies. Several lives were lost, and a number of persons badly squashed.

There will be a total eclipse of the sun on the 28th of July, and one of the most important that will happen for many years. The greatest will be in Oregon and California, where about five-sixths of the sun on the south side will be obscured.

THE MORMON-SEEDED PEASE.—We learn from an American paper that Mr. L. P. Guernsey, of Montpelier, Vt., has invented a printing press which will work *twenty quires each hr.* (720 impressions), and can be sold for $200! This will entitle him to the $1,000 reward offered by Mr. G. Bruce, type founder, of New York, for such a discovery.

RICH MEN IN NEW YORK.—A correspondent of the Oswego Times thus speaks of three rich men in New York—one rich by inheritance, one wealthy by *merchandizing*, and one by *humbugging*.

"Stewart, the "merchant prince," Dr. Moffat, and Wm. B. Astor, are monopolizing nearly the whole of Broadway, both above ground and underground.—They are generally reputed to be the richest trio in the city. Which is the wealthiest I can't say. It appears from a statement made by the deputy receiver of taxes, that Mr. Astor is possessed of property to the amount of $2,600,300, and that his yearly taxes amount to the snug little sum of $30,000. If that is all he is worth, Dr. Moffat is the richer man of the two; but the probability is, that Mr Astor is worth over $3,000,000. Dr. Moffat's dwelling house, with its out buildings, is valued at $185,000, and he owns other property in the city to the amount of over a million and a half. Besides this, he owns a bank in Wall street, and farms, almost innumerable, within a hundred miles of New York. His Life Pills and Phœnix Bitters yield him a vast revenue, which, in addition to his rents and interest on money loaned, renders his income truly enormous. Stewart is said to be worth $8,000,000. He does a business of over $2,000,000 a year, which must yield an income of $200,000 per annum.

PIGEONS.—The Springfield Herald of the 17th says, there is now in that vicinity "numbers numberless" pigeons. We understand that they are resting in a heavy wood, on the Buttermilk, in Catteraugus county, five or six miles south of this village. Early morning, as soon as it is light—they commence flying in pursuit of food. They fare out north, and for aught we know, in every other direction—and it is astonishing to see what multitudes there are. The woods, fields, and even the door yards about the village, are literally covered with them for two or three hours every morning. They remain out till towards night, when they pass back. They usually fly very low—so low that many have been killed by striking against the wires of the New York and Erie Telegraph. Dozens at a shot are frequently brought down by gunners. The place where they nest must be one of great interest—on the same tree from fifty to a hundred nests are formed of dried twigs, in which the eggs are deposited. The females sit the greater part of the time till the young are hatched, being fed by the males.

KILLED BY AN ELEPHANT.—We learn that a lad was killed by a blow from the trunk of one of the elephants attached to Raymond & Co.'s menagerie, in Derby, during the exhibition on Wednesday. As is frequently the case, a crowd of boys were feeding the animal with nuts, apples, &c., when the deceased, who was among the number, wantonly punctured the trunk with some sharp instrument, which enraged the elephant.

The keeper cautioned the lad to keep away after this occurred, or he might be injured; but no heed was given to the warning, and soon after he approached within reach of the elephant's trunk, from which he received a blow on the head, which prostrated him, and soon after caused his death.—[New Haven Pall audium.

AMERICAN NEEDLES.—The only needle manufactory in the United States is that established at Newark, by Mr. Henry Essex, who was formerly employed by Hemming & Son, in England. The wire of which the needles are manufactured, is imported from England, as none of the requisite quality is made in this country.—[N. Y. Jour. of Commerce.

LONG SOUNDING-LINE.—The United States Government has in process of construction at Plymouth, a line ten thousand yards long. The object is to sound the Atlantic Ocean, and ascertain its depth and the exact shape of its bottom in every part. This is an important point among scientific men. The deepest spot reached as yet, is off the west coast of the Cape of Good Hope. Capt. Ross, of the British Navy, found the depth a little more than 5 miles. At other places no bottom has been touched at that depth. The line now in construction will probably be not short—5 miles and 1200 yards.—The highest mountains reach upwards 5 miles, and thus we know the inequality of the surface of the earth—the distance between its depths and the highest heights—to be 10 miles. Geologists are trying to learn what has caused these elevations and depressions.

A ridge in the bottom of the Atlantic extends eastwardly from the Island of New-Foundland, forming the great fishing bank. It is thought to reach all the way across to Ireland, which is in its due direction, for the Gulf stream is there deflected to the East and South. If such a ridge exists, it may be available for laying telegraph wires upon it. Behring's Straits are quite shallow and so are the Straits of Gibraltar. Between Pernambuco, in South America, and Liberia, in Africa, is the narrowest part of the Atlantic, south of Greenland. At the rate of the fastest steamers, it may be crossed in about three days; and probably it is also shoal for forming future telegraph lines.

SHARK HUNTING.—This exciting and manly sport commenced for the season on Saturday last.—The carcase of a horse having been procured, it was properly prepared and set adrift towards the close of the ebb tide, and having floated down opposite the Battery, its convulsive motions gave evidence that the sea wolves were at their feast. Three of our young gentlemen, who are enthusiasts in this sport, having provided themselves with the proper implements, proceeded in a stout boat, to the busy scene, and soon found themselves in the midst of a large school of sharks, who, not at all disturbed by their presence, continued their repast—the larger ones moving up to the carcass, fastening their teeth in it, and then with a jerk, rendering off a limb or other portion, while the smaller ones would snatch at the fragments which escaped from their jaws. Our young gentlemen soon went to work, and in the course of an hour and three quarters, killed nine of the monsters, six of which they succeeded in bringing to the wharf. The sport was of the most exciting character, the animals not only making play, but occasionally showing fight. One of the largest, when struck, seized the boat by the cutwater, and shook it most violently, while another came open-mouthed at a coloured man, who was cutting a harpoon out of one of those captured alongside, but was arrested by a well-directed thrust of a spear which penetrated far down his capacious throat. The six sharks which were brought to the wharf were found to measure respectively as follows: 9 feet 3 inches; 9 feet 4 inches; 10 feet 1 inch; 10 feet 9 inches; 10 feet 9 inches; 11 feet 6 inches.—[Charleston Mercury, 19th.

LATEST FROM RIO JANEIRO.—Dates from Rio have been received to the 4th ult. The Emperor and his ministers have undertaken the total annihilation of the slave trade, and already nine dealers in this infamous traffic have been heavily fined; twenty-one had been imprisoned, and two of the most prominent and wealthy expelled the country. This law is attributed to British diplomacy, and Buenos Ayres is preparing for any emergency that may occur.

Gen Rosas has already been appointed by the Lieutenant General to superintend the organization of the military. The English and French vessels of war here, and along the coast are placed at the service of Europeans.

There were 1050 deaths from fever at Rio during 10 days, and at least five times this number have fallen victims to the same disease in the provinces and on the coast. Business was very dull.

The Black Squall, at New Orleans, reports that it is declared that slavery should be considered piracy, and that the captain of every vessel engaged in the trade shall be punished with death.

MARRIED.

On the 26th ult., by the Rev. Robert Irvine, Mr. George A. Fowler, to Miss Hannah Elizabeth Hutchinson, both of the City.

On Monday evening the 26th ult., by the Rev. William Harrison, Mr. Frederick Welch, Printer, of Fredericton, to Miss Margaret H. Hickson, of the City of St. John.

On the 21st ult., by the Rev. Samuel Robinson, Mr. Thomas Davis, to Miss Elizabeth Howlar, both of the Parish of Simonds.

At Woodyoank Cottage, Wallace, N. S., on the 22d ult., by the Rev. Mr. Avery, Mr. H. G. Pineo, of Pictouch, to Charlotte Amelia, second daughter of Joseph N. B. Kerr, Esq., of Wallace.

DIED.

This morning, in the bloom of Eternal life, Elizabeth, widow of the late Joseph McPherson, aged 74 years.—Funeral on Thursday, at 4 o'clock, p. m., from her late residence near the Gas Works, when friends and acquaintances are invited to attend.

On Tuesday morning after a short illness, Mr. Charles W. Cox, aged 31 years.

On Tuesday morning, Mr. Ezekiel C. Wilson, a native of Londonderry, Ireland, aged 70 years.

On Wednesday morning, Alexander, only child of Mr. John A. Morrison.

On Wednesday, after a short illness, Alexander, sixth son of Mr. James Kennedy, aged three years and seven months.

On Saturday morning, at the Straight Shore, Parish of Portland, Mr. Hugh Gallagher, aged 67 years. The deceased was universally respected by all who knew him.

On the 24 ult., on board the Ship *Alexander Edmond*, on her passage to China, Mr. Thomas Smith, aged 19 years. Second of that name, and nephew of Hewitt, England.

On the 12th ult., at the Village Road, Parish of Hampton, Sarah, wife of Mr. Darby Fox, a native of the County Fermanagh, Ireland, aged 67 years.

At Harvey, (Albert County,) on the 17th inst., Mary, widow of the late Gilbert Forsyth, aged 84 years, formerly of Horton, N. S.

PORT OF SAINT JOHN.

ARRIVED.

Tuesday—Brig Janet, Brown, Liverpool, 26—Stl. & J Salter, general cargo.

Schr. Keziron, Layton, Fredericksburgh, 6—J. & R. Reed coal.

Wednesday—Steamer Admiral, Wood, Boston, via Eastport—Geo. Thomas, passengers, &c.

Thursday—Ship Sunbeam, Winson, Boston, 2—Allison & Spurr, ballast.

Barque Fame, Moses, Boston, 5—Charles McLauchlan, do.

Brig Integrity, McKellar, New York, 10—Allison & Spurr, general cargo.—[At Quarantine,—one of the crew very sick with pox.]

Friday—Steamer Maid of Erin, Belyea, Portland—Thos. Parks, passengers, &c.

Schr. Mary Elizabeth, Benjamin, Eastport—H. Walch, run.

Sunday—Ship Ellen Thompson, Gray, Philadelphia, 11—R. Rankin & Co., coals.

Harmony, Jamieson, New York, 10—S. Wiggins & Son, ballast.

Brig, British Queen, Brown, New York, 6—Wm. Thomson, flour.

This Day—Ship Ulverston, Broderick, New York, 9—Ballast.

Barque Josepha, England, New York, 8—S. Wiggins & Son, ballast.

Barque Industry, McNally, New York, 9—R. Rankin & Co., do.

CLEARED.

May 29th—Brigt. Portland, Scott, Portland, boards and shingles; schr. Richmond, Pangbourn, Boston, oats, potash and shingles.

2 ds—Ship Belmont, Grant, Penarth Roads, timber and deals.—S. Wiggins & Son; Forest King, Hawthorn, Liverpool, deals and scantling—John Robertson; Lorenzo, Urquhart, Dublin, deals—S. Wiggins & Son; Barque Nova Scotian, Corning, Greenock, timber, deals, herrings, &c.—John Robertson; Sarine, Zanzar, London, deals; Brig John Wilson, Copland, Demerara, timber, deals, &c.; Schr. Fashonee, Bernner, Halifax, oakum and limestone—Allison & Spurr.

3rd—Barque Easide, Walker, Cork, timber and deals—R. Rankin & Co.; John S. De Wolfe, Bradshaw, Liverpool, timber and deals—S. Wiggins & Son; Actress, Morgier, London, deals—John Robertson; Brig Virginie, Bourget, Miramichi (N. B.), do—J. Hanington.

31st—Ship Caractacus, Marks, Liverpool, timber and deals; Barque Glasgow, Ritchie, Hull, do; Briton, Cochrane, Fleetwood, do; Brig William, Key, Westport, do; Brigt. Elizabeth Hastings, Fitzgerald, Boston, fish; Schr. Mary Jane, Lakin, Pata, chalk; Bee, Weathe, Halifax, limestone; Emerald, Purdy, Boston, clapboards.

June 2d—Ship Olive, Olive, Liverpool, timber and deals; Schr. Harp, Mosher, Eastport, gypsum.

Brig Alexander, from New York, for this port, in ballast, went ashore on the S. W. side of Nantucket, in a fog, on the morning of the 22d inst—was expected to be got off after discharging ballast.

Arrivals from St. John.—March 15th, Schr. Natal, Robertson, at Port Natal; May 7th, ship Lessmahagow, Gimber, in the Clyde; 10th, Allen Brown, Harris, at Gloucester; 14th, Patrician, Newton, and Industry, Arlee, at Liverpool; Competitor, Goody, in the Clyde; 16th, Snowdon, Walker, and Revere, Howes, at Liverpool.

Sailed for St. John.—May 5d, Barbara, Hagerty, from Londonderry; 5th, Hero, Crandall, Gotham, from Belfast; Wolga, Cook, from Carthagena; 9th, Lord Fitzgerald & Vesci, King, from Galway; 14th, Perseverance, Morris, from Queenstown; 15th, British American, Powell, from Liverpool; Charles Kean, Lord Youghal.

Arrived at Liverpool, May 12th, ship Samuel, Leighton Savannah; 15th, Emblem, Bannerman, New Orleans; 16th, Prince of Wales, Brown, Savannah; 17th, off the port, ship Jane, from Apalachicola.

Sailed from Liverpool, May 13th, barque El Dorado, Thompson, Quebec—From Deal, 15th, ship Arab, Lewis, Cardiff, to load for Quebec.

Arrived at New York, May 22d, ship Thomas Leighton, Liverpool.—At Quebec, 20th, ship Boadicea, Leavitt, New York.

Left at Cardenas, May 10th, brig Rio Grande, Wilson, from St. John, discharging; 13th, brigt. Myrtle, loading for New York.

Arrived at New York, 26th, schr. William Wallace, hence.—29th, brigt. Myrtle, Carenas. At Philadelphia, 26th, brig Zenobia, Anthony, London.

Cleared at Fredericksburg, previous to 27th, brigt. Village Belle, Mehiner, Halifax.

Spoken, May 12th, lat. 26 2, lon 60 01, bark Canmore, 9 days from Port Spain, (England) for Glasgow.

Brig Fleta, of Halifax, from Liverpool, for Cuba, with coal, got ashore on Turks Island, no date given; was got off, taken into harbour and condemned.

LONDON HOUSE,
Market Square, May 27, 1851.

JUST received from Paris—a case of Ladies' and Gent's.

French Kid Gloves,

which completes the Spring Importations of this Establishment, all now opened, comprising an extensive and varied assortment of NEW AND SEASONABLE GOODS.

T. W. DANIEL.

FOR SALE.

PEW No. 4, Middle Aisle, Trinity Church.—If not Sold, will be Leased.—Enquire of

May 13, BENJAMIN SMITH.

Corporation Creditors.

A DIVIDEND of TWO AND A HALF PER CENT. upon the several Bond Debts of the Mayor, Aldermen and Commonalty of the City of St. John, for the Half Year ending the first day of June next, will be paid on or after the 24 proximo, at the Chamberlain's Office, to the respective Creditors, on the production of the Bonds or other Securities held by them.

Dated this 29th day of May, 1851.

WM. WRIGHT, THOS. MERRITT, } *Trustees, &c.*

Notice to the Public.

General Post Office, St. John, May 31, 1851.

ON and after the 3d June next, Mails will be made up at this Office on TUESDAY and FRIDAY mornings, at Eight o'clock, for *Digby, Yarmouth, Liverpool, Shelburne, Annapolis, Kentville, Windsor* and *Halifax*.

2t. J. HOWE, *D. P. M. G.*

Contract for IRON BELL BUOY.

ST. JOHN, N. B., 2nd June, 1851.

TENDERS will be received by the Commissioners of LIGHT HOUSES, at their Office, North Market Wharf, until THURSDAY, 12th June next, at noon, from persons willing to Contract to furnish an IRON BELL BUOY, agreeably to a plan and specification to be seen at the Office, except the Bell and Moorings.

Tenders to state the amount for the work, also the time at which it will be completed.

Payment made as the work progresses. Security will be required for the performance of any Contract that may be entered into.

By Order of the Board,

I. WOODWARD.

TEA SOIREE!

A TEA MEETING will be held in the School Room of the WESLEYAN CENTENARY CHAPE