

THE PEARL.

HALIFAX, FRIDAY EVENING, OCTOBER 26, 1838.

We have inserted the Earl of DURHAM's Proclamation. It is a Document of much importance. It proclaims the Act of Parliament "for indemnifying those who have issued or acted under certain Parts of a certain Ordinance made under colour of an Act passed in the present Session of Parliament, entitled, An Act to make temporary provision for the Government of Lower Canada"—and notifies the disallowance, by Her Majesty, of the Ordinance 2d Victoria, Chapter 1, entitled, "An Ordinance to provide for the security of Lower Canada." The remaining portion of the Proclamation forms an Address to the People of British America, and embraces matter of deep interest to them. An honourable and a dignified frankness pervades the whole: His Lordship has no secrets to conceal—he declared the nature of his mission on his arrival, and, being about to return to England, gives the reasons which have induced him to lay down the power, vested in him. This he has done most fully. What effect the resignation of his high office will have must be matter of conjecture. We are however very apprehensive that serious consequences will result from it, and from the disallowance by Her Majesty of the Ordinance under which some of the most talented and violent rebels were transported to Bermuda, and Papineau and others interdicted from returning to the Canadas. They can now go back when they please, and concoct as much mischief as they please. Martial Law, supported by Military Power, may restrain them possibly—but it would be worse than useless to charge them with offences, of which they might be detected, before the civil tribunals of the Colony.

Sir John Colborne's situation must be one of intense anxiety—the ordinary duties of Administrator of the Government of Lower Canada have again devolved upon him, and he is placed at the head of a people divided into powerful parties, whom he will find it difficult to reconcile: already have they met in deadly strife—the one in attempting to overthrow the Government, the other in nobly defending it. Such measures as he may consider most likely to promote the prosperity of the Country and the welfare of its inhabitants he will adopt, and, we are quite satisfied, firmly maintain them.

The defence of Upper and Lower Canada is entrusted to Sir John Colborne, who has now a very respectable force at his disposal, but the frontier is extensive, and he may find it difficult to give to all Her Majesty's loyal subjects that protection to which they are entitled, and which he would be anxious to afford: for we cannot repress our fears, that further attempts will be made to revolutionize those Colonies in the approaching winter—those attempts will fail we entertain no doubt—but we dread the individual suffering which must be occasioned by them.—Gazette.

The Medea, which left Halifax with the Prince George Transport in tow, on Tuesday the 16th inst. at sunset, rounded Canso Light at noon the following day—speed 8 knots an hour—and was against a strong gale from N. W. through the Strait, up to Cape St. George by Thursday at 6—both Vessels anchored at Pictou on Friday at noon, where H.M.S. Andromache had arrived, and Malabar was hourly expected in the room of the Inconstant, detained at Quebec to convey the Earl of Durham and Family to England.

At 2 o'clock on Saturday morning, Capt. Pascoe, R. M. arrived at Pictou in a four-oared Boat—having pulled 20 miles—with intelligence that H.M.S. Malabar had grounded at one on the preceding day, on a reef off Cape Bear, P. E. Island—the ship was running with a leading wind, with two Pilots on deck, and leading men in the chains—it was nearly low water: the following tide the Ship still forged on, and at ten, when the Medea joined from shore: at that moment the Ship backed off under her foresail and fore-top-sail—fortunately casting the right way, which enabled a fine fellow, a Merchant of Prince Edward's Island, who stood by her, although he saw every probability of her going to pieces, to anchor her in safety in the Bay of Three Rivers. The Ship has lost the whole of her false keel, main and lower deck guns, her Boats was swamped and two men were drowned. The Cutter, despatched to Pictou, had not arrived when the Medea left shelter before the gale commenced. The Malabar's rudder had been unshipped but was re-hung. Captain Harvey had ordered the Malabar only made three inches of water an hour, and it was his intention to proceed for Halifax the moment the wind would answer.—Ib.

There is no foundation whatever for the report which has been circulated, that His Excellency the Governor General will resign the administration of affairs in this Province to Sir John Colborne, on His Excellency's departure for England, as a matter of course.

the officer commanding the troops will be the Administrator, not in consequence of the Earl of Durham's resignation, but of his absence from the Province. We have heard on good authority, that His Excellency will not resign his various high commissions until after his return to England, and then to Her Majesty from whose gracious hands he received them.—Quebec Mercury, October 9.

At a public meeting composed of about 3000* freeholders of the City of Quebec, held at St. Roch's Suburbs, in favor of Lord Brougham, the following Resolutions were proposed and unanimously adopted:

1. Resolved—That far from participating in the feelings expressed by a certain political party in Quebec, by burning Lord Brougham in effigy, on the night of Tuesday the 25th September last, the real mass of the people of this Province repudiate the act as a wanton outrage upon the noble lord, whose character and talents they cherish and respect.

2. Resolved—That the thanks of the inhabitants of this Province are due to the Right Honorable Lord Brougham, for his strenuous and persevering efforts in favour of the rights and liberties of the people of Lower Canada.

3. Resolved—That the thanks of the inhabitants of this Province are likewise due to John Temple Leader, Esq., M. P., and others, for their unremitting and zealous exertions in the House of Commons, in favour of the people of Lower Canada.

4. Resolved—That a copy of these resolutions be transmitted to the Right Honorable Lord Brougham and John Temple Leader, Esq. by the Secretary of this meeting.

C. HUNTER, Secretary.

* The Quebec Gazette reduces the number to 300; and the Mercury after stating that the number of signatures to the Address to Lord Durham covered four skins of parchment, each skin containing 200 names, averaging 5000 in all, asks where the 3000 "freeholders" (men in buckram) of the above meeting came from.—Times.

FREDERICTON October 17.—We understand that letters have been received from the Honorable Mr. Crane, of a very late date, in which he expresses a confident expectation that an arrangement will shortly be entered into by Her Majesty's Government for forwarding the Mails to British North America by Steamers, probably by those of the New York line, touching at Halifax.—Royal Gazette.

HALIFAX MECHANICS' INSTITUTE.—We would remind our readers, of the list of Prizes and Lectures which lately appeared in our columns. The Session of the Institute opens on the first Wednesday in November.—Nov.

AGRICULTURAL SOCIETY.—At the Ploughing Match on Tuesday, nine Ploughs having come forward, the Committee instructed the judges,—Messrs. Adam Reid, John Walker, John Craik, William Downie, and Robert McDonald, to award six prizes agreeable to publication. After duly inspecting the work, the first prize of four pounds, was given to William Winters, servant to Mr King. The second prize of 10 dollars, to Richard Wallace, servant to the Hon. E. Collins. The third to John Kline, servant to Mr John Horne. The fourth to Mr. John Winters, Farmer. The fifth to Patrick Connolly, servant to Mr. John Artz, the sixth, to Conrad Kline, son of Mr. John Kline.

The President of the Society then delivered the prizes to the successful competitors, and closed the business with a suitable address on the importance of trials of skill in Agricultural pursuits to society generally, and to the practical Farmer in particular.—Ib.

Extract of a Letter, dated St. John, N.B. October 17.—"Capt. Colt of St. Andrews, whose vessel was lying at a Wharf at that place, had some words with his Cook yesterday—went to his Cabin, loaded a pistol, returned to the deck, and blew the Cook's brains out."—Gazette.

Raised from the Garden of J. R. Glover, Esq. in the Dock Yard, from two stalks, white kidney potatoes, 142, weighing 14 lbs.

PASSENGERS.—In the Gipsy for Bermuda, Mr. A. Mitchell. In the Acadian for Boston, Mrs. Hamilton, Mrs. Clarke, Miss Harrington, Messrs. D. Starr, P. Solomon, Captain Fuller, Mr. Bennett, and 25 in the Steerage. In the Brenda, Mrs. Connelly, Mrs. Benn, Captain Vero, Mr. Longworth, Captain Skinner, Captain Mackenzie. In the Sable, Mr. T. Allen. In the Glasgow, Mr. Bowne.

MARRIED,

At St. John, N.B. on Thursday evening 18th inst, by the Rev. Enoch Wood, Mr. George Salter, Merchant, to Jesse Amelia, third daughter of Henry Hennigar, Esq. all of that city.

Last evening, by Rev. Thomas Taylor, Joseph Sullivan to Mary Ainsley, both of this town.

Last evening, by the Rev. John Martin, Joseph McGill, Esq. to Miss Jane Mair, both of this town.

DIED,

On Wednesday evening last, after a lingering illness, which she bore with patience and resignation to the Divine will, in the 17th year of her age, Mary, third daughter of the late Jacob Myers of this town.

Last evening, Elizabeth, relict of the late Lieut. Robert Lloyd, Royal Navy,—funeral will take place on Sunday next, at 2 o'clock, from her late residence, Hollis Street.

At Aylesford, on the 4th inst. Anna, wife of Alexander Walker, Esq. in the 67th year of her age, leaving a disconsolate husband and ten children to lament the loss of a kind and affectionate wife and mother.

At Pugwash, on Monday the 8th inst. of nervous fever, Mr Samuel Layton, an inhabitant of Londonderry, leaving a wife and nine children to lament the loss of an affectionate parent.

SHIPPING INTELLIGENCE.

ARRIVED,

Friday, Oct. 19th—Schr. Sarah, Reynolds, Burin, N. F. 10 days—dry fish to J. Strachan; Elizabeth, Shelnut, Placentia Bay, 10 days—dry fish to P. Furlong—left schr Margaret, Furlong hence; Brothers, O'Brien, Pictou—coal.

Saturday 20th—Schr Sable, Pride, Labrador—dry fish &c. to J. A. Bauer; Maria, Gerioir, Antigonish—earthenware; Sibella, Musgrove, Sydney—coal; Britannia, Covill, Barrington; Adelaide, Murray, Gaspe—fish to Fairbanks & Allison; Albion, Moore, P. E. Island; Glasgow, Graham, St. John's, N.F.—fish and oil to S. Binney; ship Brenda, Simpson, Liverpool, 32 days—general cargo to M'Nab, Cochran & Co.; W. A. Black and Son and others—struck on Sambro Ledges this morning—left barque Torque's Wife, Kelly, to sail in 2 weeks; Canso Trader, and Irewe, Canso, fish; Diligence, Argyle, do; Assistance, Maguire, do; Priscilla, Sutherland, P. E. Island, 10 days—alewives to D. & E. Starr & Co.; Magdelaine, Arsenau, Magdalen Islands, fish to do; Two Brothers, Pictou, coal.

Sunday 21st—Schr Mary, Terrio, Arichat—dry fish; Argus, do—plaster; Eliza, Kennedy, Sydney—coals; George McLeod, Robertson, London, 57 days—coals and dry goods, to Leishman & Co. and others, with loss of fore and main topmasts, and head of foremast in a gale on the 30th ult.; was run into last night by the brig Acadian, and carried away her bulwarks; the A's bowsprit was sprung and head carried away, and has since returned to port.

Tuesday, 23rd—Morning Star, Shelburne, dry fish, etc; Esperance, Arichat, do; Planet, Cape Negro, do; Brothers, Bridgeport, coal; schr Richard Smith, Moore, Sydney, 4 days, coals and butter.

Wednesday, 24th—schr Four Sisters, Wooden, Pictou, 10 days, coals; Mary, Kennedy, Bridgeport, do; William and Sarah, Port Mattoon, do; Charlotte, Sydney, coals; Hope, Ragged Isles, fish, etc; Flying Fish, Sissiboo, do; Three Sisters, Lunenburg, do; Lucy, Pugwash; Favorite, Crowell, Annapolis, produce; Mary, Elizabeth, Baker, Yarmouth, 4 days, ballast; Trial, Port Medway, lumber; Speculator, Young, Lunenburg, 14 hours; Victory, Darby, Sable Island, 14 hours; Broke, Cann, Yarmouth, produce.

Thursday, 25th—Anguion, Barrington, fish; Elizabeth, Hannah, do; Minerva, Argyle, do; Dee, Shelburne, do; Rising Sun, Cape Negro, do; Stranger, Prospect, do; Mary, Tracadie—produce.

Friday, 26th—schr George, Yarmouth, lumber; Caravan, Barrington, fish; Lively, Cape Negro, fish; brig Hebe, Percy, St. John, N. F. 9 days, fish, to S. Cunard & Co., 6 passengers. Brig Terra Nova, sailed in Co. Schr Armide, Smith, St. Stephens, 4 days lumber; Left Eliza Ann, to sail in 2 days.

CLEARED.

October 19th, brig Granville, Lyle, Barbadoes, fish, etc. by H. Lyle; schrs Uniacke, Laundry, Shediac, salt and iron, by Fairbanks & Allison and others; Venus, Belone, Bay Chaleur, general cargo, by W. M. Allan, and others. 20th, George Henry, Shelnut, Miramichi, do, by S. Cunard & Co. and others; Trial, Robertson, Georgetown, P. E. Island; Ion, Hammond, St. John, N. B. sugar and fruit, by S. Binney, A. B. Richardson and others; brig Sarah, Williams, B. W. Indies, fish and lumber, by J. Leishman; Argus, Kinney, Mediterranean, cod-fish, by Fairbanks & Allison; Am. packet brig Acadian, Jones, Boston, salmon and sugar, by D. & E. Starr & Co. and others. 22nd, schrs Harmony, Denstadt, Baltimore, potatoes, by S. Binney; Queen Charlotte, LeBlanc, P. E. Island; barque Georgian, Marshall, Kingston, fish and lumber, by D. & E. Starr & Co. 23rd, schrs Gentleman, Babin, Richibucto, fish and oil, by S. Binney; Diana, LeBlanc, P. E. Island; Priscilla, Sutherland, do; Venus, Burke, do; Robust, McCallum, Miramichi, general cargo, by J. & M. Tobin and others; brig Herald, Frith, B. W. Indies, fish and fruit, by S. Binney; schr Dove, McNeil, LaPoyle Bay, general cargo, by D. & E. Starr & Co.; Brig Themis, LeBas, London, sugar, cigars, by W. Pryor & Sons. 24th, Schr. Mary, Ganet, Miramichi, rum and molasses, by J. & M. Tobin and others; Star, Nickerson, St. John, N. B. wine, molasses, by D. & E. Starr & Co.; Transcendent, Kimball, St. Johns N. F. molasses, bread and tobacco, by Fairbanks & Allison, and J. H. Braine; Orion, Murphy, do. general cargo, by J. & T. Williamson and others; Brig. Reindeer, Morrison, B. W. Indies, fish, lumber, by M. B. Almon. 25th, Barque Osprey, Burrows, Jamaica, fish, staves, by J. Allison & Co. and J. & M. Tobin; Brig Standard, Blay, B. W. Indies, fish, shingles, by J. & M. Tobin.

MEMORANDA

Inverness, Sept. 14—The brig Adventurer, of and for Sunderland from Miramichi, with a cargo of timber, went ashore about 200 yards west of the mouth of the River Spey, and is a total wreck (as previously reported.) The deck timber has been already secured, and it is expected that the whole cargo will be saved.

At St. John, N. B. 13th—Oracle and Nile, Halifax.

At Dublin, Sept.—Union, Pictou.