xpected spot, which was ren-
manifestations of God. Here
ys and nights, in conjunc-
ren, Messrs. Knight, Cardy,
ar, Beals, Allen, Chesley,
At the close of the meeting
with the presence of Messrs.
e. The God of Elijah was
s work in the hearts of his
nce and convert sinners. I
enter into particulars, lest I
nformation, which I expect
n the Committee, or some
meeting.
g being ended we returned
conveyance, back to Sack-
weather being unpropiti-
ed to remain another night
The next morning how-
me sale to Dixon's wharf.
nce we were all safely lan-
To God be all the praise!
the Camp-meeting our mis-
Point de Bute, Bay de Verte,
eld. The evening of the
nded at Sackville, the mis-
Point de Bute took place;
at Bay de Verte. At these
ssisted by the Brethren,
nnigar, Beals, and Pickard,
effectively, advocated the
orld. As is generally cus-
t, the superintendent con-
ading of the report, leaving
eat mission cause principal-
s Brethren. This he did,
st his interest or zeal in the
ing fellow men, but from
the assistance, which he
was sufficient for all reason-
k to prolong the meetings,
s of his own, would only
nowledge. The chairman
as with us, was one of the
uit.—The sums subscribed
t.
the Sackville Missionary
ere we were favoured with
r. Richey, Dr. Evans, Mr.
ose of Brethren, from
their countenance, advo-
he noble missionary enter-
ever, refer to particulars,
, receive all necessary in-
per quarter.
nded at that Meeting, of
spired, Apostle,—"Love
ourteous!" The original
nes, implies, be friendly
cultivate a friendly dispo-
Courtesy is such a behav-
and inferiors as shows
." And this should especi-
brethren who are equal
of Methodism that it re-
as equal. It acknow-
from that of presbyters
head is not regarded as
rank, but merely a primus
ong equals. In this the
ly followed the Scriptures
rch.
eks, now under review,
rds 500 miles; attended
d either preached or took
een services; therefore I
the numerous readers of
ether I have, or have not,
ness! Well would it be
ends had proper concep-
ministers. Instead of find-
times do, they would pity,
eceive that I have, in this
Homer in a nut-shell!—
but that you will, with a
in parvo!
r, for the present,
GEORGE JOHNSON.
Sept. 21, 1852.

gth of Churches.

ested us a short time since
members in the Baptist
in the United States.
ry documents at hand,
d them, they have not
meantime we find in the
ocate, an article upon
hurch statistics, which,
request referred to, will
esired by our correspon-
ur columns, under the
y accurate to show the
ngth of the leading
It was prepared by
is Ch. Advocate for the
perior efficiency of an
rying out the objects of
says:
tant denominations of
regationalists, the Pres-
he Episcopalians, and
ere organized in this
ng dates: the Congre-
tist in 1620—the Pres-
thodist in 1784—and
Church in 1787. So
hurch in this country
st 212, the Presbyte-
, and the Protestant
ministry more or less
ists, and what has been
ing to some statistical
saw going the rounds
ongregational Church,
ears, has a ministry of
197.196. The Bap-
nce in this country
of 6,049, and a men-
Presbyterian Church,
has a ministry (old
pol) of 1,489, and a
of 210 206—(new
Protestant Episcopal
organization, has a
membership of about
t Episcopal Church,
n, has a travelling
inistry of 12,000 and
We do not vouch
numbers, but give
hey are, however, as
rect at all, in refer-
other.
ers of the Congre-
both branches.) and
mount to 620,652.
d all three of these
early doubling the
rs of the Congrega-
Protestant Episcopa-
1,374,740. So that
they do 1,110,830,
tal in number to all
the country.
be taken into con-
these facts, it will
nt for this differ-
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perior to the set-
the latter to show
on in the results of
another fact that
the estimate of
modes of preach-
he doctrinal sys-
taught by those

The Provincial Wesleyan.

Churches. There is, not only a difference, but a positive disagreement on this subject. All the Churches brought into the preceding comparison, and governed by settled pastors, are either decidedly Calvinistic, or have very strong affinities for that system of interpreting the word of God. The other whose ministry is itinerant stands irreconcilably opposed to that "method of grace." The two systems of propagating the gospel seem to be the legitimate expression and development of the respective creeds. He who believes in eternal predestination, common grace, effectual calling, and that the number, both of angels and men, elected to everlasting life, and foreordained to everlasting death, is so certain and definite that it cannot be either increased or diminished, can scarcely be expected, that is, if his faith governs his conduct, to be very itinerant in his movements. Under such a system it seems to be as fruitless to be running after foreordained angels, as foredoomed men. But he who believes that God has no pleasure in the death of a sinner, that Jesus Christ tasted death for every man, and that the gospel contains a message of grace freely offered to all, and that all may come to the knowledge of the truth and be saved may be very naturally expected to run to and fro on his mission of love and mercy to sinners. And such a message faithfully carried out has all the elements of success, and may account for the different modes of preaching, and the different results attending the preaching of a settled and an itinerant ministry.—*Richmond Christian Advocate.*

Wesleyan Book-Room.

As intimated in our last, we have opened a Book-Room chiefly for the sale of Wesleyan and other Religious Literature, of which our Advertisement in another cosumn will show we have on hand a tolerably good supply. Our arrangements have not been yet completed; we hope to be able soon to add to our stock. The books have been selected with great care, as our object is, to furnish to the reading public, works of sterling value, and of well-tested merit,—such as they may introduce to their families with confidence as being calculated at once to interest and improve the mind and heart. We hope we shall be liberally encouraged in this effort, by the patronage of our friends in town and country. The books will be found low in price, as near as possible to the retail charge in England and the United States. On this head, we think we shall give entire satisfaction. In ordering books for their family, or Sabbath-School Libraries, let our friends remember the Wesleyan Book-Room, and thus render us timely support. It may be well to remark, that no personal advantage is sought or expected; the profit, if any, is to be conscientiously devoted to connexional purposes. Every book sold will so far secure this object, and, whilst pleasing themselves, our patrons will have the gratification of knowing they are helping forward the cause of God in our own Districts.

"THE NATIONAL MAGAZINE."

☞ We have received copies for the months of July, August, and September, of the *National Magazine*, edited by the Rev. Abel Stevens, A. M., late Editor of the *Zions Herald*. Each number contains 96 pages.—price $2.00, or 10s. 5d. per annum, in advance—single numbers 1s. Though only three months in existence, this highly interesting and valuable Monthly, has attained an almost unprecedented popularity, and bids fair to compete successfully with the most popular periodicals of the day.—It is beautifully printed on superior paper, finely illustrated, and got up in the best style.—This serial should supersede in Christian families the trashy periodicals, which not unfrequently are permitted to find their way there, to the detriment oftentimes of taste, principles and morals. We shall be glad to receive orders. Give it a trial. The press have spoken of it in the highest terms.

☞ We direct attention to an elegantly printed Monthly, the *Ladies' Repository*, for sale at the Wesleyan Book-Room. A few copies of the September number received. We should be glad to receive subscribers. 10s. 5d. per annum, or 1s. a number. Call and see.

☞ On hand at the WESLEYAN BOOK ROOM, *Cards, Envelopes*, a choice lot of *Room Paper* and *Window Blinds*, good patterns, and at low prices.

☞ *The Successful Merchant*, by Arthur, a recent work, is a book for the Times, and should obtain an extensive circulation. To all lovers of good reading, it is a gem.

☞ Nevins's *Biblical Antiquities*, is an excellent work for Sabbath Schools, and Bible Classes.

☞ Those who wish to obtain *Charles Wesley's Life*, by Jackson, unabridged, at a low price, can be suited at the Wesleyan Book-Room.

☞ As we have greater facilities for transacting business in our New Establishment, all orders for Books, &c., will receive prompt attention. When ordering, please direct particularly *how* the parcels are to be sent.

☞ Persons who ordered Sabbath School Books, &c., before we recently left the city, will oblige by repeating their orders, as we fear their letters may have been mislaid.

☞ The circulation of the *Provincial Wesleyan*, we are pleased to state, is steadily on the increase, for which we thank our Agents, and others, who have manifested such a constant interest in its prosperity. We take this opportunity of saying, we are much in want of funds to remit for paper, and to meet the current expenses of the office. We shall feel particularly obliged, if our subscribers will enable our Agents to remit the whole of the half-yearly advance without delay, to enable us promptly to meet the demands pressing against us. We cannot get on well, as every body knows, without money.—Let us hear favourably soon.

☞ We shall strike off some extra copies at the commencement of the second quarter, to supply new Subscribers from that date. Our back numbers for the first quarter are exhausted.

General Intelligence.

Domestic.

CITY ELECTIONS.—Hon A. Keith, Mayor.—W. Adams, B Salter, A. Primrose, W. Davie, W. T. Wood, and J. Longard, Esquires, Aldermen for the respective Wards.

CITY COUNCIL.—The City Council met at 12 o'clock to day, and the new members were sworn in. Alderman King having moved that his Worship should retire and Alderman Anderson take the Chair, proposed a vote of thanks to Mr. McKinlay, extolling the course he has pursued for the past year. His Worship was then recalled, and returned a feeling and suitable reply to the compliment. A message was then addressed to the Lieut Governor inquiring when it would please his Excellency to receive the newly elected Mayor. His Excellency appointed 3 o'clock, and accordingly the Council accompanied the Hon. A. Keith to Government House, where he was duly installed the Mayor for the ensuing year.—*Acadian Recorder*, 2nd.

CATTLE SHOW IN DARTMOUTH.—The Cattle Show at Dartmouth on last Thursday was very creditable to the district, nearly all the stock exhibited being young, and from the celebrated Ayrshire bull "Dundee," imported by the Central Board in 1846. This fine animal is now the property of the Annapolis Agricultural Society. The following is a list of the premiums:—

Best Heifer from 2 to 3 years old—No prize.

Best Heifer from 1 to 2 years old—Mr. Williamson, 10s.; 2nd best do.—A. Ferguson, 5s.

Best Ram Lamb this year, 8s. 9d.—Jos. Giles; 2nd do., 6s. 3d.—William Yorke.

Best Boar, 10s—E. Wallace.

Best Ram from 1 to 4 years old, 7s. 6d.—Robert Turner; 2nd best do., 5s—Wm. Lawlor.

Best Bull 2 to 3 years old, 10s.—Wm. Yorke.

Best Heifer Calf from Dundee—Wm. Lawlor; 2nd best—Alexander Ferguson.

Best Breeding Sow—John Hoskins.

Best Ewe from 1 to 4 years old—Wm. Yorke; 2nd do—Wm. Lawlor.

Best Bull Calf from Dundee—Wm. Ferguson; 2nd do—Robert Turner.

Best Ewe Lamb this year—Robert Turner; 2nd do.—Mr. Yorke.

PROGRESS OF THE ELECTRIC TELEGRAPH.—We understand that shares in the stock of the Nova Scotia Electric Telegraph Company, to the amount of two thousand pounds, have been taken up by the inhabitants of River John, Tatamagouche, Wallace, and Pugwash, to the east, and Ragged Islands, Shelburne, and Barrington, to the west, for the purpose of having these several localities connected by Telegraph with the company's existing stations. The posts, it is stated, are now on the ground, and workmen engaged by the contractor for the immediate erection of these additional sections to the Company's lines.—*Colonist, 5th.*

THE MERCHANTS' READING ROOM will be opened this day. The subscription books will be open at the Room, and the Superintendent will be in attendance to give every information respecting it. We are pleased to note this improvement in our city, and trust that the arrangements made by the committee will be such as to entitle it to a large share of the public support.

MAJOR GENERAL CHARLES GORE.—The new Commander-in-Chief of H M forces in the Lower Provinces, lately serving in Canada, came passenger in the *Niagara* from Boston. The gallant Major General land immediately on his arrival and together with his lady and family, took apartments at the Waverly House. A salute was fired from the *glacis* of the citadel, at 8, A. M., in honour of his arrival.—*B. N. A. 4th.*

THE CROPS IN GUYSBORO.—A friend writes as follows from Guysborough, under date Sept. 29:—

"The Potato Rot has made great havoc in this County—hardly a single farm but has suffered more or less, it has burst forth with greater violence than in any previous year, and the fishery having so failed far starvation is staring us in the face, in fact I do not know how the poor people who have depended entirely on that branch of Industry will weather it out the ensuing winter."—*Ib.*

ACCIDENT TO THE EASTERN COACH.—The Eastern Stage, which left yesterday morning heavily laden with passengers and luggage for Truro and Pictou, met with an accident by breaking the after axle, about six miles from the Dartmouth Ferry. We learn that two ladies were slightly injured, and that Joseph Jennings, Esq., had one of his wrists dislocated by the catastrophe.—*Chron.*

SHIPWRECKS.—The following Marine Disasters bespeak the extent of the gale on Thursday last, elsewhere referred to by us. It is a matter of thankfulness to God, that so far as yet known here, beyond the sad occurrence noted to day, no lives have been lost. We give the accounts of those several wrecks, as accurately as is possible, from the information received at the Message from the different places where they took place:

Barque Isabella Stewart, Norton, Master, of St. Andrew's, wrecked at Bridgepot Bay.

Barque Ortolan, Russel, Master, of London, wrecked at Cranberry Head.

Barque Maidstone, Mothersill, Master, of Rochester, laden with railroad iron, and bound for Quebec, wrecked at Glace Bay.

Barque Dryope, Williams, Master, of London, wrecked at the same place.

Brig Cyrus, or Serus, from Pugwash bound to Liverpool, timber laden, wrecked in Mira Bay.

Schr. Royal Tar, Nearing, drove on shore in Main-a-dieu harbour, and became a total wreck.

Brig Paragon, hence for Newfoundland, dismasted off the harbour and put into port.

A schr. belonging to Arichat damaged whilst lying at the Loading Ground, North Sydney.

We learn that during the recent heavy gale, over a hundred boats, belonging to Main-a-dieu, were out fishing for dogfish, manned by fishermen of that place; but most gratifying to relate, without an exception, the boats reached the harbour in safety, with their respective crews unharmed. These fishermen had been particularly successful on that day, but were obliged to throw overboard all their catch, amounting in value it is computed, to upwards of two hundred pounds.—*Cape Breton News.*

New Brunswick.

EUROPEAN AND N. A. RAILWAY.—We are authorized to announce that an agreement was this day concluded between the European and North American Railway Company, and Messrs. Jackson, Peto, Brassy, Betts, and Locke, of London, for the construction of the entire line of the European and North American Railway; together with branches to Fredericton and to Shediac and Miramichi.

The terms of this agreement we consider eminently favourable to the Province, and such as will undoubtedly command the approbation of a very large majority of the inhabitants. We understand that the road is to be constructed in terms of the agreement entered into between Mr. Jackson and Mr. Chandler, with the difference that the stock taken by the Province in the road shall not exceed the £250,000 already granted by the Facility Bill. That the Land Bill, formerly passed, granting five miles of land on each side of the line be repealed, and, in lieu of it, that the Province shall guarantee a loan to the Company to an extent that shall make with the £250,000 of stock taken, a sum of £3,000 sterling per mile of road constructed;—this loan to be secured by a first mortgage on the road with all its rolling stock. The price to be paid to the contractors for that portion of the road between St. John and the frontiers of Nova Scotia is £6,500 stg. per mile, which price shall form the basis for the cost of the remainder of the road, to be increased or diminished as the work is heavier or lighter. The road is to be a first class one, with heavy rails, easy grades and curves, and constructed in such a manner as to allow travel at the rate of 60 miles per hour, and will be in all respects superior to anything of the kind on the Continent.

The whole is subject to the assent of the Legislature, which, we understand, will be called together at an early day, and we have no doubt but that it will command an overwhelming majority.

We congratulate the country on the auspicious commencement of this great enterprise, and we do it the more heartily, as, we believe, we were the first paper in New Brunswick to call public attention to this magnificent scheme.—*St. John Observer, Sept. 28.*

We learn, with great pleasure, that an agreement has been concluded between the European and North American Railway Company and Mr. Jackson, for the construction of this line, on satisfactory terms: and that a contract was to be signed this morning. This day, therefore, ushers in an event, which, in its influence upon the destinies of the Province, is without a parallel in its history,—an event towards which the expectant eyes of the great majority of the people have been directed for years past. As the anniversary of the birth of men is noticed while they complete successive cycles of being, and as the birthdays of the dead are not forgotten when the departed have left memorials of their lives, so will it be with the twenty-ninth of September, eighteen hundred and fifty two. The day will die, but the consequences will live; and these abiding results continually remind us of it.—*Ch. Witness, Sept. 29.*

THE RAILROAD.—The St. Andrews and Quebec Railroad is advancing with undiminished vigour, and fresh additions to its organised staff every now and again arriving from merry old England. The prospect this noble pioneer undertaking opens up to the country is a most inviting one, and already has produced a wonderful effect on the minds of many an *intending* emigrant: in fact we know many parties who, with the view of bidding New Brunswick a long farewell, having sold their homesteads and stock, not only changed their minds but gladly availed themselves of the first good chance for again investing their means in the old sod. The number too, of old faces, absent for years, that daily appear in our streets, is truly astonishing: all this is the effect of our Railroad progression. This we say with the whistle of the Locomotive in our ears.—*Charlotte Gazette.*

Canada.

The influence possessed by Mr. Jackson, or the firm with which he is connected, over the English money market may be guessed from a single fact. Up to the time of sailing of the Africa 20,000 shares in the Richmond Railway had been taken up in London. This speaks volumes for Mr. Jackson: it tells of the confidence which the English monied men have of his integrity, and of his ability faithfully to complete any undertaking with which he may be connected.—*Quebec Chron.*

In the Canadian Parliament, Mr. Christie (of Gaspe) in moving that the public accounts for 1851 be referred to the Standing Committee of Public Accounts, congratulated the House and the country on the state of the revenue, the gross amount of which for the last year, he stated at nearly one million currency, leaving a net sum of £852,184 for the year 1851, after deducting for expenses of management, collection, return duties, redemption of land and militia script, exceeding 30,000, with a great variety of other charges, the round sum of £127,946.

The Hon. Mr. Chabot has accepted a seat in the Cabinet, as the first commissioner of public works, vacated by the retirement of the Hon. John Young. Mr. Chabot was sworn into office on Friday.

The expected Ministerial measure of making the Legislative Council elective by the people, has been introduced into the Assembly. The number is stated to be one half that of the House of Assembly, and to be chosen from those who have been either members of the Lower House, or Mayors of cities.

THE CANADIAN PARLIAMENT AND THE FISHERIES.—On the 21st ult., the Legislature of Canada passed an address to the Queen, thanking Her Majesty for the protection of the fisheries, and hoping that no treaty will be made impairing that of 1818, without embracing the whole commercial intercourse of the Colonies and the United States.

Prince Edward Island.

THE ELECTRIC TELEGRAPH.—The brig *Henrietta* has arrived at Charlottetown, P. E. I., from Liverpool, having on board 10½ miles of Telegraph Cable, all in one piece, about 2½ inches thick. It is to connect Capes Travers and Tormentine, crossing the Gulf of St Lawrence. Sufficient wire had previously arrived in the barque *Cossina* from Liverpool, to reach from Charlottetown to Amherst, N. S., less the length of the Cable crossing the Strait. F. N Gisborne, Esq., was expected to arrive daily, when the Telegraph Posts between Charlottetown and Cape Travers will at once be erected.

United States.

AN OLD SATTLER.—In 1811, forty-one years ago, J. O. Ward and A. Angel, of Pleasant Valley, then boys, caught a full-grown turtle, marked their names on it, and then let it go. After a lapse of upwards of thirty years, the turtle made its appearance and remained in the door yard for several weeks, then wandered off, since which time nothing has been seen of it till very recently, when it was again found in the woods, sprightly as ever, with the same old marks on its shell. Tomlinson should secure this veteran for the Poughkeepsie Museum.—*Poughkeepsie Eagle.*

SALE OF A WRECK.—The British ship Mercy, Capt. Owen, wrecked, or driven ashore, during the recent gale, was sold at auction yesterday, by Dorrance & Sons. The hull brought $1,650, and her locks, anchors, &c., $850, making in all $2,500. Fifty-nine bales of her cotton were also sold, at the rate of $46 50 per bale, thus realizing in all $5 243 50. This ship, it seems, is twenty-seven years old, yet she is in staunch condition for any use less subject to violence than traversing the Atlantic Ocean.—*Mobile Reg*, 15th.

The Selectmen of Truro, Maine, acknowledges the receipt of £100 from the British Government, and $373 50 contributed by benevolent persons in Boston, for the relief of the widows of Jonathan Collins and Cassity, who lost their lives while endeavouring to rescue the crew of the ill-fated British barque Josepha, which was wrecked upon the shore of Truro in the month of April last.

SURVEY OF THE CHINA SEAS.—The New York Journal of Commerce says: This service, we understand, is to be performed by the U. S. steamer Alleghany, now fitting out at the navy yard at Norfolk.—The Alleghany was originally built with Hunter's "submerged wheels," but side wheels have now been substituted, and she has undergone extensive repairs and alterations, with a view to increased efficiency, and will be despatched as soon as these are completed.

ONE OF THE FAMILIES THAT DON'T TAKE THE NEWSPAPER.—"Dad, who is Sam Francisco, that is gettin' alll the gold out there in Californey—he must be the richest man in all the diggins."

"Well, Johnny, I rather think he is some sorter relation to Sam Jacinto, who was killed in Texas by General Sam Houston."

BUILDING IN NEWARK, N. J.—The publisher of Newark directory says that from the 1st of April 1852, to April 1st 1853, there will not be less than six hundred buildings erected in that city.

In the City of Buffalo a fire alarm bell is about to be put up, which is the largest in the United States, weighing 10,000 pounds. The clapper weighs 200 lbs.

CHOLERA.—The Fort Wayne, (Indians) Times has a letter from Sheboygan dated the 4th inst. which says:—

"The cholera has been very frightful here. There have been some 100 to 160 deaths up to this time, and no abatement as yet. There were eight or ten deaths yesterday—a great mortality for so small a place."

That is a fearful mortality, truly. Sheboygan does not contain over 1,500 inhabitants, if it does that many. Its situation is generally healthy.

The Times says the cholera has nearly ceased at Fort Wayne, where the deaths were about fifty.

SINGULAR COINCIDENCE.—Mr. M. B. Osborn, a bank agent from Illinois, was a passenger on board the steamer Henry Clay, when she was burned on the Hudson; and on his return home was a passenger on board the ill-fated Atlantic, when the collision took place on Lake Erie, and was mercifully preserved from injury in both instances.

SEVERE PUNISHMENT FOR CUTTING TELEGRAPH WIRES.—At a court held in Marlboro' district, S. C., on the 14th inst., Moses Knight was found guilty of cutting the telegraph wires, and sentenced to receive thirty-nine lashes on the bare back, publicly, to leave the district in ten days, and each and every time he is caught in the district, to receive thirty-nine more lashes without further trial.—*N. Y. Herald.*

GREAT ROBBERY.—Last evening E. G. McKie, of Troy, N. Y., a wool buyer well known in this section of the country, was robbed of $48,900. He had placed the money, three packages, between the mattresses of his bed in his room at the Werdell House, and on going to his room at nine o'clock, found the money missing. Mr. McKie had been accustomed to place his money in his bed, as on yesterday, for many years, and always until yesterday with safety. He was about to leave for Pittsburgh this morning. A reward of $5,000 is offered for the recovery of the money.—*Cleveland Herald, Sept. 29.*

REMARKABLE FLIGHT OF BIRDS.—On Thursday last, during a severe Southeast storm, a number of birds, new to this part of the country, were discovered on the farms in this vicinity, and on Friday immense numbers of large flocks were passing over the city from the Northeast to the Southwest—and the flight continued nearly two days and nights. The width of the flight, "as far as heard from," is at least sixty miles. We heard a shrewd Yankee estimate the number, taking the number that flew over his house as a basis, at a *leetle* more than ten thousand million." A few were brought in by the sportsmen, and are believed to be the black-breasted plover. These flocks were arranged in straight line, like wild geese, and they emitted a noise like a whistle. Their weight will average five ounces; shape like a dove, but with long curved wings—head and bill like a pigeon, with an oval white ring with an edging of black around the eye; feathers on the back, black, tinged with a yellowish green on the breast, brown and white; long brown legs, with but three toes; crops filled with grasshoppers and other insects. Who can tell what they are and where they come from?—*Kennebec Jour.*

A gentleman residing in springwater, Livingston county, inherits a quit-claim deed, given by the original Indian owners, of a large tract of land at the West. The instrument conveys to Jonathan Carrier, his heirs and assigns, a tract of land extending from the falls of St. Anthony, running on the East bank of the Mississippi, nearly Southeast as far as the South end of Lake Pepin, where the Chippewa river joins the Mississippi, and from thence Eastward five days travel at twenty English miles per day; and from thence to the Falls of St. Anthony in a straight line.—*Rochester Democrat.*

A letter from Washington says:—Commodore Perry is here, and arrangements are to be made for the speedy departure of the expedition to Japan. The repairs of the Mississippi, and the completion of the repairs of the Princeton, are alone waited for. The full complement of seamen will be made up.

Letters and Monies Received.

See that your remittances are duly acknowledged.

Rev. C. Lockhart, (20s.), Mr. Wm. Stevenson, West Chester, (per Dr. Richey, 10s.), Rev. J V. Jost (40s.), Rev. R. A. Chesley, (10s.), Mr. Geo. McKinlay, Musquodoboit, (5s.) Mr. S. W. Drew, for Mr. W. Fenor, (5s.)

☞ The remittances from Dr. Evans, acknowledged Sept. 23rd, should have been 200s. instead of 120s. The 48s. forwarded have been appropriated as requested.

Halifax Markets.

Corrected for "The Provincial Wesleyan" up to Wednesday, October 6th.

Bread, Navy, per cwt.	18s. 6d.
" Pilot, per bbl.	16s. 3d. a 17s. 6d.
Beef, Prime, "	45s.
Butter, N. S. per lb.	7d. a 8d.
" Canadian "	10½d.
Coffee, Laguyara, "	6½d.
" Jamaica, "	7½d.
Flour, Am. sp. per bbl.	26s. 3d.
" Canada sh. "	24s. 3d.
Cornmeal, "	18s. 6d.
Corn, per bushel,	3s. 9d.
Molasses, Muscovado, per gallon,	1s. 4d.
" Clayed,	1s. 3d.
Pork, Prime, per bbl.	85s.
" Mess, "	100s.
Sugar, Porto Rico,	37s. 6d. a 38s. 9d.
Coal, Sydney, per chal.	25s.

Prices at the Farmers' Market, corrected up to 12 o'clock, Wednesday, October 6th.

Fresh Beef, per cwt.	22s. 6d. a 30s.
Veal, none.	
Mutton, "	2½d. a 3½d.
Bacon, none.	
Pork, Fresh, by carcase,	4½d.
Butter, "	9d. a 10d.
Cheese, "	5d. a 6d.
Eggs, per dozen,	7½d.
Poultry, per pair,	1s. 6d. a 2s.
Apples, per bushel,	2s. 6d. a 3s.
Pears, "	8s.
Plums, per bushel,	8s. a 10s.
Calf-skins, none.	
Yarn, per lb	2s. 6d.
Potatoes, per bushel,	2s. 6d. a 3s.
Catsup, per gallon,	2s. 6d. a 3s. 6d.
Oatmeal, per cwt.	12s. 6d.

WILLIAM NEWCOMB,
Clerk of Market.

Marriages.

On Wednesday, 29th ult., by the Rev. Dr. Richey, Thomas GRAY, Royal Sappers and Miners, to ANN, daughter of the late Thomas Brown, of this city.

By the Rev. J. V. Jost, at Ohio, in the County of Shelburne, Mr. Robert MCKAY, to Miss Elizabeth MCGILL.

At St. John, N. B., on the 22nd ult., by the Rev. R. Knight, Mr. William MCLEAN, of Miramichi, to Miss Mary BURKE, of that city.

At Portland, N. B., by the Rev. William Smith, on the 17th ult., Mr. Edward HOWES, to Miss Mary CURTIS, of that place.

On Thursday, the 23rd ult., by the same, Mr. John C. EDWARDS, to Miss Lilay Ann IRVINE, both of the Parish of Portland.

Deaths.

At Richibucto, Mr. William ROBERTSON, a native Scotland, at the advanced age of 86. He was one of the first settlers of Picton, N. S., and was greatly respected by all who knew him.

On Friday evening 1st instant, JANE CATHERINE, youngest daughter of the late Mr. Peter Smith, aged 24 years.

Suddenly, at Newport, on the 20th ult., MEHETABEL wife of Mr. John Sterling, of Maitland, aged 60 years, deeply regretted by a large circle of friends.

At Ardoise, on Wednesday, the 29th ult., MARGARET, wife of Mr. John L. Sweet, and daughter of Mr. Walter Burton, of Windsor.

About the 20th of August, on his voyage from Tampico to New York, on board the schooner Hope, Mr. Thomas SMITH, Mate, of yellow fever, aged 25 years, a native of Bermuda, leaving a wife and widowed mother to mourn their irreparable loss.

Of fever, on his voyage from Tampico to New York, about the 20th of August, Captain Thomas CROCKETT, a native of Dumfries Scotland, in the 35th year of his age, leaving a wife and four children to grieve for his melancholy end.

At Annapolis, on the 20th ult., THOMAS H. infant son of Mr. George Hardwick, aged 19 months and 17 days.

At Sambro, on Tuesday, 28th ult., RICHARD, son of Richard Cook, aged 16 years.

Shipping News.

PORT OF HALIFAX.

ARRIVED.

WEDNESDAY, September 29.

Brig Nancy, Taylor, Kingston, Jam., 28 days, to John Strachan.

Brigts Augusta, Bernier, Quebec, 20 days, to G. & A. Mitchell and James Cochran.

Amethyst, Cohoon, Sydney.

Schrs Medway, Fraser, Baltimore, 14 days, to J. & M. Tobin.

Temperance, Sire, Quebec, to H. C. D. Carman.

THURSDAY, September 30.

Brigts George Washington, McKenzie, Glasgow, 24 days, to Barss & Harris and others.

Plato, Taylor, Malaga, 26 days, to John Esson & Co.

Revenue schr Daring, Daly, Sable Island, 31 hours.

Schr Gazelle, Frost, Yarmouth.

SATURDAY, October 2.

Brigts Mary, Banks, Mayaguez, 20 days, to G H Starr.

Virgil, Kendrick, Montreal, 6 days, to Fairbanks & Allgood.

Schrs Felix, LeBlanc, Quebec, 14 days, to G & A Mitchell.

Conservative, Myers, Port aux Basque, 3 days, to W Pryor & Sons.

Gad, Meservey, St George's Bay, 11 days, to Wm. Lawson.

Caroline, Dennis, do, to do.

Glide, Rudolf, Sydney, 3 days, to B Wier & Co.

Norna, McIntosh, P E Island, to Master.

Victory, Argyle.

Eliza, Lincomb, Sydney; Harp, Canso.

Provincial schr Telegraph, P E Island.

SUNDAY, October 3.

Brig Velocity, Burke, Matanzas, 23 days, to W. Full.

Brigts Mary, Marshall, Quebec, 10 days, to N L & T West.

Fame, Bernier, Montreal.

Schrs True Friend, Godet, Quebec.

Liverpool, Packer, McLearn, Liverpool, N S.

Niger, McLeod, Sydney.

MONDAY, October 4.

Steamer Sir John Harvey, True, Boston, 50 hours, to B Wier & Co and others—29 passengers.

Barque Prince Arthur, Jolly, Liverpool, 21 days, to Black & Brothers.

Brigt Brisk, Evans, Inagua, 28 days, to G & A Mitchell.

St Croix, Bernier, Sydney.

Schrs St Roch, Blais, Quebec, to Fairbanks & Allisons.

Ocean Queen, Crowell, LaPoile, N F, 10 days, to Master.

TUESDAY, October 5.

Barque Moro Castle, Mount, London, 24 days, to Cochran & Co and others.

Schrs Indus, Martin, New York, 7 days, to John Tobin and others.

Charles, Simpson, St John, N B, to J McDougall & Co and others.

CLEARED.

September 28.—steamships Canada, Laing, Boston—S. Cunard & Co.; Sir John Harvey, True, Boston—B. Wier & Co. and others; schrs Cimera, Boilong, Boston,—B. Wier & Co.; Ellen, Verges Burin—A & J McNab; Good Intent, Smith, Placentia—Salter & Twining; John Wesley, Bennett, Newfoundland—Oxley & Co.

September 29.—steamer Levantine, Hunter, Bermuda—S Cunard & Co. and others; brigt Susan, Mann, Kingston, Jam.—Wm. Full; schrs Emerald, Knowles, Porto Rico—John Strachan; Challenge, Gorman, Newfoundland—J & M Tobin; Prima Donna, Howarth, St. John, N.F.—Cochran & Co.

September 30.—barque Alcyone, Pitt, Quebec—T.C. Kinnear & Co. and others; brig Peggy, Rich, Matanzas,—Creighton & Grassie; schr Triumph, Conrad, Porto Rico—Fairbanks & Allisons.

October 2.—Barque Marie Leocadie, Vigneau, Montreal, by B Wier & Co; brigt Undaus, Fraser, Porto Rico, by T C Kinnear & Co; schrs Stewart Campbell, O'Brian, New York, J & M Tobin; Gazelle, Frost, St John, N B, Almon, Hare & McAuliff; Lovely Mary, Newfoundland, J & M Tobin; Temperance, Sire, New Carlisle, by Master.

October 4.—Brig Kingston, Durkee, B W Indies, by Salter & Twining; schr Providence, Baiteang, Boston, B Wier & Co.

October 5.—Steamer Sir John Harvey, True, Boston, B Wier & Co.

MEMORANDA.

New York, 28th ult.—arr'd, brigt Nile, Long, (late McVicar, who died 26th,) Port au Prince, 21 days.

Brig Velocity, reports—left brigt Lord Lovat, Jost, at Matanzas, to sail in 5 days for Halifax.

Schr Ocean Queen, reports—on the 22nd ult., at 12 p m, 10 to 15 miles east of St Paul's Island, fell in with the wreck of a brigt or schr, in a sinking condition—saw the crew on board, but could not render them any assistance on account of the violence of the weather.

Whitehead, 26th ult—arr'd, schr Maria, Lyle, Sable Island, and sailed 27th for St John's, N. F.

Boston, 30th ult.—arr'd schr Margaret, Sterling, Halifax.—Per Telegraph.

Quebec, 24th ult—arr'd brigt Minna, LaChance, Halifax; bt'd Providence, do.

Malaga, 3rd ult—arr'd brigt Mic Mac, Hocker, New York.

At Pensacola, about 25th August—schr Hope, from Tampico bound to New York—captain and mate died.

Brig Velocity reports—brigt Harriet Ann sailed 3 days previous from Matanzas for Halifax.

Brigt Mary reports—arrived hence at Aguadilla, 29th ult, 19 days, and at Mayaguez, 8th inst—sold cargo cod $4 1-4, scale $3½, left at Mayaguez brig Guardian, Eldridge, to sail in 5 days for New York.

Brigt Vivid reports—left at Montreal barque Statesman, Corning to sail in 2 days for Glasgow.

Schr Integrity, reports—on Wednesday evening, off Port Michion, fell in with schr Dove, from Rose Blanche with a cargo herrings for Halifax, in a leaky state, and went into River Burgeois in company.

Boston 2nd inst.—arr'd, schr Cinara, Bolong, Halifax.—Per Telegraph.

Baltimore, 29th ult—cl'd, brigt America, Hilton, Halifax.

Steamer Sir John Harvey reports—schr Gen Washington Laybold, sailed same day from Boston, for Halifax.

New Advertisements.

At the City Stove Store.

No. 213 HOLLIS STREET, NEAR H. M. ORDNANCE

Per Mic Mac from Scotland per Invoice just received—and by late Steamers from Boston.

FALL SUPPLY, 1852.

The largest and most varied assortment of STOVES in market of latest and improved shapes and of stoutest material,—very moderate prices for cash,—or 3 to 6 months credit. AIR TIGHT COOKING 4 sizes Nos. 2 to 5, of above pattern exact, UNIONS ditto improved with heavy plates and enlarged fire places Nos 2 to 6.

ELEVATED OVEN ditto now proved a superior Stove for baking and every Cooking purpose—all the above fire places lined with stone for use of coals—and with extra cast oven cases for use of wood.

SECRETARIES Cooking Stoves and round double carrel and small dumpys for Shop ditto—PLYMOUTH brass mounted improved square CABOOSES of sizes for vessels of 50 to 80 tons made very substantial and with copper fixtures &c. the cheapest and best caboose fuel saver ever offered in this market.

James' Nos. 5, 6, 7, & 8, oval Cabooses with rings. Cabin Stoves of all sizes small two Boiler Cooking Stoves, Galvanized and sheet iron Stove Pipe necks and knees all sizes to fit stoves and placed at shortest notice. Charcoal Furnaces and potters complete for cooking or heating irons, oven mouths, cast iron kitchen sinks for builders, Farmers large Franklins with hook for cranes 20 gallon portable boilers for Country purposes.

PARLOR and bed-room gothic portable FRANKLINS—a good improvement in the old shape, sizes No. 1 to 4 of the above patterns exact—lined with stone with grates and cinder pans for coals; plain open brass mounted Franklins No. 2 & 4 for use of wood or Coals.

GOTHIC REGISTER GRATES, Parlor Franklins with secret cooking apartments to close over very neat and ornamental, Russia Sheet Iron Air Tights with cast tops and contain an oven inside & place for boiler in back very useful and neatly made common Air Tight ass'd. sizes, plain Franklin for wood or coal, ornamented Star Air Tight with doors to close in front and urn tops suitable for fashionable Halls and Stores, &c. Ornamented Close Stoves, 4 sizes with holes on the top, No. 1 a 4 fluted Cylinder Stoves, VARNISHES, viz:—A superior Invented glossy black Varnish suitable for Stoves at a low price per gallon worth the attention of Founders, and on retail for general use, fine patent Varnish for Gothic Grates, boxes Black Lead in papers. On hand a small assortment of Scotch and Home-made Cooking Franklin and 18,