## English Extracts.

### THE GOLD IN AUSTRALIA.

Additional information has been received from Sydney, not merely confirming the truth of the discoveries of Gold in Australia, but clearly proving that even rumour itself had under-estimated the extent and value of the gold region. The government Mr. Stutchbury, has moved in the matter, and has put forth a claim to the precious metal in a proclamation, stating that as, according to law, all gold mines, and all gold in its beds, within the territory of New South Wales, whether in and upon the lands of the Queen, or on the lands of private individuals, her Majesty's subjects, are and is the property of the Crown; every person who shall take gold or metal from any property within the aforesaid territory, and any person finding gold in the uninhabited parts of the territory, will be punished according to law. The proclamation also stated that such regulations shall be made as might be considered just and decisive, and be published as soon as possible, whereby the conditions will be made known on which by the payment of a reasonable sum licences shall be granted.

Although this proclamation was issued on the publication of the discovery, the government had taken no step to carry out the licensing system, apparently sensible that the means at their command were insufficient to compel parties to abandon their rich and selected spots. In the existing maddened state of public excitement, it would not be prudent to act on the right the crown has asserted, and Sir Charles Fitzroy will probably content himself with the publication of the crown's right, until he receive instructions and the means of enforcing them from the home authorities.

Accounts received from Sydney to June 5th are full of the gold discoveries. There were about 16,000 to 20,000 persons employed at the diggings, comprising all classes, from the polite professions to handicraftsmen, run-away policemen, and seamen from the shipping. Indeed desertions from the latter were so numerous and frequent that vessels were quitting for fear of similar desertions and the destruction of shipping as occurred at California, in consequence of whole crews flitting to the mines. At Sydney labor had advanced fifty per cent, but up to the above date accounts of the gold finding had not reached the sister settlements. The gold range of the blue Mountains extended nearly 400 miles in length, and about 40 miles wide.

On May 27, several gentlemen returned to Sydney who left that city ten days previously, for the purpose of ascertaining the exact nature of the recent gold discoveries. Mr. Hindson and Mr. A. C. Brown (of the firm of Mart and Brown) conveyed to Sydney gold valued at 1,000*l.* This parcel included two lumps, one of which weighed forty-six ounces, and the other about twenty, nearly pure gold, having but small portions of quartz attached. The large specimen and the smaller one, together with several pieces of about one ounce each, were found in one hole. "Indeed," the *Herald* truly observes, "there is no doubt that the creek in which the principle body of the miners is now employed is richer than any place that has been worked in California." From the same source we learn that large pieces were found in a bed of slate which forms a sort of chain across Summerhill-creek at the place where it is joined by the Lewis-pond-creek. On this bar there is a thin bed of boulder stones and pebbles, and on removing them a bed of mud a few inches thick is seen, which is cleared away and discovers the slate, which is invertical layers; and in the interstices between the layers of slate the gold is found in lumps. The earth on the banks of the creek is found to contain scale-gold, which is obtained in the usual manner by washing the soil in cradles, which allows the gold to drop to the bottom as the soil is washed out,—on the whole, perhaps, a more profitable employment than seeking for lump-gold. Every one competent from scientific and local knowledge to form an opinion expresses the belief that gold will be found in many other districts besides Bathurst, their geological features being the same. Indeed the *Herald* hints that already gold has been discovered at Lamb's-valley, near Maitland.

Consequent on these discoveries the prices of all articles of consumption had advanced to an unprecedented height, among which we may enumerate flour from 20*l.* to 30*l.* per ton, and difficult to be procured at that exorbitant rate; wheat, from 4s 6d. to 10s. per bushel; butchers' meat, from 2½d. to 8d. per lb., and other articles in proportion. What will be the result of these changes it is scarcely difficult to conjecture: certain it is the country will be populated. From the neighboring colonies there will be an immediate access of more hands, and within a few months thousands will be hurrying from their fatherland; so that, on a moderate estimate, the year 1851 and 1852 will add at least 100,000 persons to the population of New South Wales.

FIRES AND LIGHTS ON BOARD SHIPS.—The Liverpool dock committee have at length conceded the privilege of having fires and lights on board of vessels in certain of our docks; and to a very large class of the shipping resorting to them the boon will be of considerable value. The large American ships will henceforth be enabled to maintain their crews on board; and some of the inconvenience suffered by emigrants under our present system will be got rid of. It is probable, too, that an improvement in the moral state of the town may be the result of large bodies of foreign sailors being kept afloat, and under regular discipline, instead of being turned loose upon our streets or driven into the clutches of the land sharks who are prowling about in such numbers on every side. Still it must be borne in mind that the change is not one calculated to advance native interests, but it is exclusively a boon to the foreigner, who will thus be enabled to compete upon the taxed shores whilst he is competing with the highly-taxed British sailor. We much fear, too, that it will inflict a severe loss upon a very numerous class in the town who at present derive a living from boarding and cooking for sailors. It is urged, however, that the dock committee had really no choice in the matter; that public opinion was strongly in favor of the concession; and that had it not been made, a portion of the foreign tonnage visiting the Mersey would have sought for dock room on the Birkenhead side.

The Scottish Episcopal Church is rapidly increasing in numbers and influence. In 1835 it numbered about forty congregations; at present they are nearly double this. At Belfast there is a college being erected, in great vigour. Under the patronage of the Episcopalians of Glasgow, a ship canal which is likely to become the seat of an educational institution is in contemplation, which, Edinburgh, and Aberdeen, the seats of the other three universities, in whose discussion it is proposed to take part.—*Church Journal.*

The Cunard Steamers are now the fastest and commodious ever seen on the Atlantic, which ultimate their profits at £300,000 a year.

## KOSSUTH IN ENGLAND.

The *Times* correspondent gives the following description of M. Kossuth's personal appearance:—He stands about 5 feet 8 inches in height has a slight and apparently not strongly knit frame, and is a little round shouldered. His face is rather oval; a pair of blueish-grey eyes, which somewhat reminded me of O'Connell's in expression, well set beneath a full and arched brow, give an animated and intelligent look to his countenance. His forehead, high and broad, is deeply wrinkled, and time has just leave a dull eye behind. [illegible] Hungarian nose, but it is a fair well-formed feature, such as a French passport would describe *de moyen*; a thick moustache nearly covers his mouth, except when he speaks or smiles, and unites with beard and whiskers in a full flock of hair falling down from his chin. The portraits are singularly unlike him in either person or expression. Whether from his recent captivity or from constitutional causes, there is somehow an air of lassitude in his look, to which the fatigues of his voyage not improbably contributed. Altogether he gives one the idea of a man of thought rather than a man of action; there is a speculative air in his face, mingled with some degree of melancholy, which would mark him for a visionary or theoretical enthusiast rather than for a great leader or a soldier. He was very plainly attired in a dark green frock-coat with a little silk braid at the back and edges, and wore a common low-crowned square felt hat. Madame Kossuth, who seemed in delicate health, stood beside her children, Francis and Louis, boys, and Wilhelmine, a girl, the eldest about 11, the youngest 7, and was dressed as simply as her husband.

The band played "Auld lang syne," and several of the people joined with their voices. M. Kossuth listened to the performance with some attention, and the Mayor acquainted him with the name of the air.

There was a cry from some one of "Bring out the children!" and some Hungarian gentlemen led forward the two boys and the little girl, who bowed very becomingly to the people. The eldest boy was held aloft by a Hungarian and his father; and, after a few moments of cheering, they all retired from the balcony with the exception of the Mayor, M. Kossuth, and some of his friends.

M. Kossuth then retired from the window, evidently fatigued, while the greater part of the crowd proceeded towards the Bar-gate, over which is placed the chief corporate apartment, *quasi* Guild-hall, wherein the addresses prepared for the occasion were to be presented to the ex-Governor.

The hall was filled with respectable persons, a number of them ladies. The Aldermen and Common Councilmen appeared in their robes.

The Mayor then proceeded to address M. Kossuth in a short but energetic speech which was loudly applauded, after which the address which had been previously agreed upon by the town of Southampton was read by the town clerk, Mr. Duncan, and was received by M. Kossuth amid great cheering. When it had subsided.

M. Kossuth after apologising for his inability to express in their own language the warm feelings of gratitude which he felt to the people of Southampton for the welcome he had received, proceeded to say —I was used to look on England as on the Book of Life, which had to teach me and the nations of Europe how to live. (Loud cheers.) Through three centuries the house of Austria has exhausted against Hungary the arts of open violence and of secret intrigue, and it was our municipal institutions which still, among the most arduous circumstances conserved to Hugary some spirit of public life and some part of constitutional liberty. (Loud cheers.) It was at the time when this fatal sickness of political feeling to centralize every power spread over the continent, and made its way even to my own country, so that it became almost the fashion and almost a mark of intelligence to bend towards the doctrine of centralization, that I, my humble self, with a few friends who stood by me, struggled against this storm—against those rushing waves coming over the spirit of Europe, because I regarded and I ever shall regard municipal public life as a public benefit, without which there is no practical freedom whatever—(loud cheers),—and for the loss of which all Ministerial responsibilities and Parliamentary privilege but a pitiful equivalent. (Cheers.) In this land is seen the finest fruits of this conquest of liberty; the glory outside, the freedom within, unwithered by the blighted finger of centralization. It is a glorious position the English race hold—almost the only one that is free—it is the only one the freedom of which has neither to fear the changes of time nor the ambition of man, provided it keeps to its institutions, provided that the public spirit of the people continues to safeguard that which is best for the exigencies of the time, and that their manly resolutions never fail to meet those exigencies in time. (Cheers.) This watchfulness and resolution being the chief guarantee of your country's greatness and happiness, I take for the most consoling hope to oppressed humanity. It is not without reason that my native land and all oppressed nations look up to you, as to the elder brother to whom the Almighty has not in vain imparted the spirit to guide the tide of human destiny. The generous sympathy of the people of England for my bleeding, struggling, down-trodden, but not broken, native land—(loud cheers)—is one, but not the only one manifestation, by which England shows she is ready to accept this glorious *role* of the elder brother of humanity.—(Cheers.)—And it is this knowledge, which is the source of hope and consolation to my oppressed country as well as to all the fellow nations of Europe, for by the principle upon which your freedom continues, and on which your happiness is founded, and by your generous sentiments, we are assured that let the people of England once throw their balance of the fate of Europe, then they will never assist despotism, but freedom—(cheers)—not injustice, but right; not the ambition of a few families, but the moral welfare and dignity of humanity. (Cheers.) I hope the Almighty will grant, before I leave this country and cross the ocean, and go to the young giant, the younger brother of your mighty race, and thank him for the generous protection bestowed on me, and entreat his brotherly hand for the future of Europe and of my own country, that I shall see established in full activity and spread over these glorious isles some of those mighty associations by which you carry the triumph of every great reform and of every great principle in your constitution. (Loud cheering.)

At the conclusion of this address the meeting rose and cheered M. Kossuth repeatedly, and when the noise had subsided a voice exclaimed, "three groans for the Austrian tyrant!" which was responded to by three loud groans forthwith.

The Mayor then presented M. Kossuth with the flag which was worked by some Hungarians in New York, when the insurrection appeared likely to be successful.

M. Kossuth took the flag, pressed it to his bosom, and said, with energy,—I receive, gentlemen, this flag as the most valuable trust intrusted to the people of Hungary, and I swear to you, whatever be our fate, cowardice and ambition never shall tarnish this flag.

An address from the working men and inhabitants of the town, as distinguished from the corporation, signed by 1100 persons, was then read by Mr. Falvey, which was suitably acknowledged by M. Kossuth, after which the meeting dispersed after giving three cheers for the Queen, and M. Kossuth. Another cheer was than given for "Madame Kossuth and family."

A work has been circulating in the French circles at Vienna for some time past, which has caused no little sensation. It is a new edition of a work published in Paris in 1826, from the pen of the Baroness Newbrough, mother of Lord Newbrough. The Baroness declares herself to be a Princess of the house of Orleans; and Louis Philippe, the son of an Italian attendant in the prisons, to have been substituted immediately after her birth, to obtain the desired object of a male heir to the Orleans branch. The revelations in question are contained in very circumspectial letters of this same attendant of the prisons, Lezzero Champini, and in described confessions of other individuals taken upon oath. The raising of Lady Newbrough to the Peerage, and the fact of the previously needy Champini having left considerable property at his death, give weight to the statements; but most of all, the extraordinary striking resemblance of Lady Newbrough and her sons to the very marked features that characterized the Bourbon family. Louis Philippe was unlike them in build, in features, and in the decided energy of his character (till within the last few years of his life. In France there have long been many persons who believed and repeated this story; and when, about what Louis Philippe himself said to it, they always asserted it to be the rock on which he built his strength. "Should there be another revolution, as Republican principles, he will fall back upon his real origin, enlist the people, and tell the Republic he is their man; no aristocrat, but Louis Philippe, the child of the people."—*Correspondent of the Globe.*

The strength of the army now in Ireland is as follows:—Infantry, 2,207 rank and file; cavalry, [illegible] rank and file; artillery, [illegible] rank and file; sappers and miners, 26,456 and the total, 26,740 rank and file of all arms.

## NEW CHAINS FOR CABLES.

Commodore Henry Eden, Mr. Macdonald, Master-Attendant (who has just returned from leave of absence), Mr. Lang, Master-Shipwright, Mr. Chatfield, Assistant of the Master-Shipwright, Mr. Atherton, Chief Engineer, Mr. John Penn, of marine engine celebrity, and Mr. F. P. Smith, inventor of the screw-propeller, with a number of gentlemen, attended in the chain-testing room in the Dockyard, on Monday, the 6th October, to witness experiments with a new descriptions of chains submitted by a Monsieur Sisco, a native of France, the Lords of Admiralty having ordered a trial of the chains of this gentleman, with those in use in Her Majesty's Service. The new chains are made of common hood-iron of the breadth required, and wound on a reel by machinery into an oval shape and to the same breadth as the outer surface, which is rounded off after the whole has been brazed in passing through a furnace of molten metal. The usual test of an iron chain for Naval Service of two inches in diameter is 72 tons strain, but many links break with the application of far less power, and yet the other parts of the chain are found qualified to pass the required ordeal. M. Sisco's chain of two inches broad and two inches thick, which stays in the centre of each of the two links, was placed in the testing-frame, attached to a testing-chain of 2½ inches diameter, and on the hydraulic power being applied one of the links was lengthened five-eights of an inch and the other one-eighth of an inch when it reached a strain of 110 tons, and the 2½ inch testing-chain broke off in two places when the strain reached 114 tons. The hoop-iron chain had some opening in one of the links, which had been imperfectly brazed, but it did not appear to have been made otherwise defective. One link of the same dimensions, two inches thick and two inches broad, was afterwards placed in the testing frame, and when a strain of 70 tons was applied it had lengthened one-twelfth of an inch; with 80 tons, one-eighth of an inch; with 100 tons, three-sixteenths; with 110 tons, one-fourth of an inch; with 115 tons, five sixteenths; and when it resisted 120 tons strain it was considered advisable not to continue the strain, as it was so great as to loosen the stone frame on which the machine rested, and liable to damage the other parts of the powerful iron frame of the machine.—The strain applied on this occasion was one ton more than had ever been previously applied, and the hoop-chain was only slightly opened on one side. When inquiries were made as to the price at which the hoop-chains could be applied, it was stated they would not cost more per cwt. than the common chains, although their holding powers were so much greater in proportion.—*Woolwich Gazette.*

## THE ARTIC EXPEDITION.

Captain Ommanney has brought home the first relic that was found by him of the traces of Sir John Franklin's party at Cape Riley. It appears in the form of a rake, as are used by persons employed in collecting sea-weed. The handle is about 12 feet long, and the gathering part about 2 feet 6 inches long, on which six teeth have been fixed about five inches each in length, formed of narrow hoop-iron curved inwards. Captain Ommanney has also brought home a young man, about 19 years of age, of the Esquimaux tribe, who inhabit the country beyond Cape York and near to the place where the *North Star* wintered in 1849. The Esquimaux youth is clothed in the same kind of costume as the other Sailors and appears remarkably good-tempered and stout for his height, with a face of an Asiatic cast, nearly like the face of persons of Chinese origin, but very flat and more round. The Esquimaux is very much attached to Captain Ommanney, and has been named Erasmus York, after the gallant Officer who brought him to this country and the name of the Cape where he came from. The charts brought home by the respective vessels are now nearly completed, and afford evidence of the indefatigable exertions of the officers in the execution of their arduous duties, and will add many hundreds of miles of hitherto unexplored lands to future maps of the Aetic regions, and many parts only put down in haste by former navigators have been corrected by Captain Ommanney. Bathurst and Cornwallis, both described as islands by former navigators, have been found connected together by Captain Austin's expedition.—*Ib.*

AMERICAN FIREARMS IN THE EXHIBITION.—The Lords of the Treasury have transmitted an extract of a letter which they have received from Colonel Colt on the subject of his repeating firearms now in the Great Exhibition to the proper authorities, and have directed Sir Charles Trevelyan to authorise them to admit a rifle and two carbines, which Colonel Colt states are intended to be used as models for manufacturing similar arms in England, and also the pistols he intends to present to individuals or institutions, on a declaration made by him that they are intended for the purpose mentioned in his letter, and payment of duty thereon, in the manner specially provided for with respect to such articles, and to state that their lordships have no objection to this privilege being extended to a pair of each kind of these which we may wish to present to any institution,—Col. Colt states in his letter to their lordships that there are fifty pistols, assorted sizes, engraved and highly finished, which it is his wish to present to various distinguished gentlemen in England, to institutions, such as the Institution of Civil Engineers, the United Service Club, Museum, &c., and to some of the commissioners of the foreign departments at the Exhibition for their respective Governments, and also about 250 pistols, assorted sizes, in his show cases in the Exhibition, for the purchase of which he has received applications from many officers of the army and navy, and other distinguished gentlemen in England, whom he would wish to gratify, if their lordships granted him permission to dispose of them.

Mr. Frederick Peel enters the Colonial-office as the substitute of Mr. Hawes, who is raised a step in the official ladder. The young aspirant for honor begins his career meekly, for there is not an office under the crown which is in worse odour at the present moment. He must, therefore, have made up his mind for hard work and considerable obloquy, and if he can contrive by business habits, and a mastery over the details of the office to acquit himself with ordinary credit, the result will be emblematical of future success. The name of Peel has a kind of fascination in the popular mind. No man of his age had a stronger hold on the business classes, which constitute the strength and intelligence of the country, than the late Sir Robert Peel. But he carried it by a combination of talent and industry, which is rarely found in one man. A great reputation is not built up in one day. Whatever is enduring must be necessarily of slow growth. He was before the nation in some office of grave responsibility nearly forty years, and the rapidity of his rise may be inferred from the fact, that before he was the age of Mr. Frederick Peel, he was at the head of the Home-office. As the success to his title is allowed on all hands to be a legitimate failure, it is to be hoped that the career of his second son may be as brilliant as his own. Mr. F. Peel's speeches hitherto have displayed force and independence. He is said to resemble his father in appearance as well as in mental power, and he may possibly have before him honors not less enduring.—*European Times.*

THE MERCHANTILE MARINE AMENDMENT ACT.—The act of last session (14 and 15 Vict., cap. 96) to amend the Mercantile Marine Act of the preceding year, came into operation on the 4th ult., when it received the royal assent. It is to be taken as part of the Mercantile Marine Act 13 and 14 Vict., cap. 93. There are 31 clauses in the present statute. In case a local marine board fail to discharge its duties, the Board of Trade may assume its duties and direct a new election. It will be remembered that some objections were raised to the former act by seamen in respect to their wages, and the clauses have been amended. By a clause in this act any pilot in charge of my ship, who by wilful breach of duty, or by neglect of duty, or by reason of drunkenness, does any act tending to the immediate loss, destruction, or serious damage of such ship, or tending immediately to endanger the life or limb of any person on board, or who by wilful breach of duty, or by reason of drunkenness, refuses or unable to do any lawful act proper or requisite to be done by him for preserving such ship from loss, destruction, or serious damage, or for preserving any person belonging to or on board of such ship from danger to life or limb, shall for each offence be deemed guilty of a misdemeanor. Part of a seaman's wages to 3*l.* may be deducted in addition to imprisonment for an offence under the act.

ABOLITION OF THE TIPPS OFFICE.—We have just heard a piece of news which the public will no doubt receive with pleasure. The Tipps Office, at Somerset House, is to be abolished. Two clerks were discharged last month, and twenty more will be discharged in the course of the present month. This arises from, we are informed, there being no more business now to do, the tipps having been generally quietly commuted, and there the end will be put to a very ancient but obnoxious imposition.—"Times in Mind."

## THE ARCHBISHOP OF CANTERBURY AND THE PUSEYITES.

—Up to Saturday, afternoon a vast number of names of clergymen and laymen, from all parts of the country, were received by the Metropolitan Church Union, in order to be annexed to the Puseyite protest against the Archbishop of Canterbury's expression of belief that they are not two bishops on the bench, or one clergyman in fifty throughout the Church of England, who would deny the validity of the orders of foreign pastors solely on account of their wanting the imposition of episcopal hands. The protest to which the names are to be appended runs as follows:—"We, the undersigned clergymen of the Church of England, hereby protest against the opinion that the imposition of episcopal hands is not indispensable to the validity of holy orders; an opinion at variance alike with Holy Scripture, with the doctrine and practice of the Church Catholic in all ages, and with the articles and formularies of the Church of England." Meetings of the various church unions throughout the country have been called, and will be held during the course of the current week, in order that the opposition to the primate on the part of the clergy of his province may be rendered as strong as possible.—*Morning Advertiser.*

NORTHERN PROTESTANT ALLIANCE.—On Tuesday evening, a meeting of Protestant gentlemen, consisting of clergymen of the Church of England, and of other ministers, but chiefly of laymen, was held at Newcastle, at which it was unanimously agreed to form an alliance on the basis of that now existing in London, for the defence of our national laws and institutions.—*Sunderland Herald.*

# The Chronicle.

SAINT JOHN, NOVEMBER 21, 1851.

## THE ELECTION.

On Monday last the Sheriff held his Court for declaring the result of the Elections, by summing up the several poll books, as follows:—

*For the County*—John V. Godard, 554; Wm. Flaherty, 126; B. B. Kinnear, 44.—Mr. Godard was declared duly elected.

*For the City*—J. A. Harding, 781; S. K. Foster, 634.—Majority for Mr. Harding, 147. Mr. H. was declared duly elected.

This Elections being now over we can look back and reflect on what has been done. As will be seen in another column, Mr. Godard is elected for the County, with Mr. Johnston, to whom no opposition was offered. Mr. Harding is chosen for the City by a feeling of the Free-traders that, by his antecedent conduct, and his opinions put forth when a Member of the Reform Club, he is one of them; while on the other hand his declaration at the Hustings for discriminating duties for the protection of home industry, and bounties to the fishermen gave him many Protectionist votes, believing him to have changed his views. His votes in the Assembly will prove whether he has fought under false colours or not, if he has his character for honesty of purpose will be lost; if he has professed what he believes, then have the Free-traders deceived themselves.

Messrs. Johnston & Godard are firm protectionists, and so far this party have lost nothing by the late turmoil.

We hear it alleged on all sides that the Tariff is a fixed thing for the ensuing three years. In its general features this may be correct, but, in imitation of the Home Government, and indeed of all other governments, modifications and improvements may, and doubtless will be made in it in each recurring Session. Indeed the great Railway schemes in progress indicate necessary changes, in proportion to the responsibility which the government may be obliged to take.

The late elections turned more on the Railway Question than was made apparent on either side. It is a certain fact that all those engaged in or pledged to the construction of the European and North American Railway by a company, canvassed and voted against the government candidate. Hostility to the governmental management of the above railway, and to the Halifax and Quebec line under any management, lay at the bottom of the strong opposition made to the election of Mr. Wilmot.

In point of fact never has there been in this Colony such an interesting Session as the ensuing one will prove; and never has there been such a necessity for a strong and united government.—Questions of magnitude beyond what has ever been discussed here will come before the Legislature, and it will be the duty of the three seceding Members to satisfy the public that they were correct in blenching from their posts, when measures so very important were likely to be brought before the Assembly; and this on points personal to themselves, for principles there were none, unless indeed opposition to governments be erected into a principle, as certain of the Morning Papers will have it to be, just because they know not what principles mean.

*En passant* we may notice that the Morning News falsely alleges that the friends of Mr. Wilmot would not allow Capt. M'Lean to address them, and that, as a contrast, Mr. Harding's friends listened with patience to Mr. Foster. The real truth was that Capt. M'Lean would have been listened to with all patience had he not commenced his speech with charging the majority with corruption, &c. &c., not a very wise or consistant course on his part, while Mr. Foster gave no occasion for friend or foe to clamour against him. We would willingly stake the correctness of the cause on the moderation throughout, of the party to which we belong—moderation and calmness are ever the marks of strength; clamour and vituperations of weakness.

## THE COURIER.

The definitions of Free-trade and protection, so dogmatically given in the last *Courier*, are gross caricatures of both systems, proving the writer as ignorant of political economy as he is of justice.—Mr. Wilmot never advocated prohibitory duties on any article or thing whatever, which would of course produce no revenue at all; nor did Mr. Woodward ever advocate direct taxation in his place in the House for revenue purposes. Because he writes in the *Courier*, our oldest periodical, people must not suppose he is himself either older or experienced. In fact he is but in his apprenticeship in public affairs, and besides is biassed by others out of doors, who have their own ends to serve. The *Courier*, as an advertising medium, and a collector of political gossip, stands in the very first rank; as containing correct views itself on political affairs it is unmeaningly deficient, and the article we have noticed is proof positive of the correctness of its notions. In our next number we will give our sentiments more at large on this writer's system of opinions.

MILITIA GENERAL ORDER.—Fredericton, Nov. 14.—His Excellency the Lieutenant Governor has been pleased to make the undermentioned Promotions, &c.:—

*Sunbury County Militia.*—Captain Whitehead S. Barker, to retire with his rank; Captain G. W. N. Harding to be Adjutant, vice Hanson, deceased; Doctor David Burpe to be Surgeon, vice Barker, deceased; Ensign Archibald C. Plummer to be Lieutenant, vice Benjamin Barker, deceased; Sullivan Burpe, Junior, Gent., to be Ensign, vice Plummer, promoted.

*By Command.*

R. HAYNE, *Lt. Col., A.G.M.*

THE KROLLMANS.—These distinguished performers appeared before an audience at the Masonic Hall in Carleton, last evening. We have the assurance of a gentleman who was present on the occasion, that the auditors were highly gratified on witnessing the unrivalled skill of M. Krollmann, whilst they duly appreciated the vocalization of his pretty and interesting "larger moiety." Mr. Card presided at the piano, and was heartily welcomed by the audience, not only as an old acquaintance, but as a accomplished artist. The "Music master and laughing and [illegible] formed by Madame K. and Mr. Card, elicited a good deal of amusement. In a word—the whole affair passed off "merrily as a marriage bell," notwithstanding the slight shade of melancholy, which was momentarily evoked, by the doleful ballad, entitled "*Why don't the Men propose?*"

Our readers will perceive by the announcement in another column, that M. and Madame Krollman will perform at the Mechanics' Institute this evening, for the last time in this City.

PUBLIC DINNER.—A Dinner was given to the Hon. Charles Simonds, W. J. Ritchie, and S. L. Tilley, Esquires, on Monday evening last, at St. Stephen's Hall.

MECHANICS' INSTITUTE.—Calvin L. Hatheway, Esq., of Sunbury, will Lecture next Monday evening on "Agriculture."

EMIGRANT REGULATIONS IN NEW YORK.—The New York Commissioners of Emigration are determined to enforce the conditions of the amended act, passed in July of the present year, and the object of which is to check the emigration to the States of persons whom age, disease, or other circumstances render unable to support themselves, and who, consequently, become a burden upon the American authorities and institutions. Special bonds, in the penalty of 500 dollars for each person, are required to be given for the payment of the cost of supporting such passengers as the following which may be incurred by the Commissioners of Emigration, or other parties:—Lunatic or idiot; deaf, dumb, or blind; infirm or maimed; above the age of sixty; widows, having families; women without husbands, having families; and children under the age of thirteen, without parents.

PRESENT TO THE QUEEN.—The East India Company on Thursday presented to her Majesty a very choice and valuable selection from all the most beautiful and admired portions of their collection in Hyde-park. The presents embraced Dacca muslins, furniture, jewellery, including a costly string of pearls, specimen of silver filigree work, one or two of the jewelled agate cups, carpets, shawls, brocades, and other objects. The whole forms a magnificent offering of loyalty alike worthy of the recipient and the donors.

The Bishop of Lucca has prohibited the reading of "Robinson Crusoe," and Benjamin Franklin's and Sir Walter Scott's works, in his diocese.

The English subscriptions for opening a Protestant church at Turin alone, amount to £953, and the Archbishops of Durham, Winchester and Cassry are among the contributors.

The *Roman Observer* of the 6th instant, publishes the census of the population of Rome. In 1847, it amounted to 175,000 inhabitants; in 1848, to 173,000; in 1849, to 166,000; and in 1851, to 172,000.

The German journals state, that, though the Austrian minister in London is not to demand his passports on the arrival of Kossuth, he has been ordered by his government to take "a pleasure trip" out of England, and for so long as Kossuth may stay.

Prince Albert has addressed autograph letters of thanks to all the foreign commissioners of the great exhibition.

WEATHER.—The *Charlotte Gazette* says, the weather has been unprecedentedly severe throughout the whole week, and, while we are writing, the ground is as ice bound as we usually find it in January. We do not believe this inclement state of the weather can long continue; and are in hopes our Indian Summer may yet make its appearance; notwithstanding that some of the "oldest inhabitants" do express a contrary opinion. There are many fields of turnips, of great extent, still containing the root in the ground; but we do not apprehend much danger to the grower from the circumstance: the damage, we apprehend, would be in digging them now, while the ground is in a frozen state, as in their after cellering, or pitting, they would be sure to perish.

STEAM TO SOUTH AMERICA.—A company has been formed for the purpose of establishing a line of steamers from Liverpool to Rio in the first instance. Three screw steam-ships, of from 1500 to 1700 tons, and 300-horse power each, and with an average speed of ten knots per hour, are to built as a beginning. There are to be branch steamers on the River Plate. The boats will call at Lisbon for passengers and fuel, and the departures will be monthly. It is calculated that the whole distance will be run in 35 days, including the detention at Rio, which will be reached in 25 days. The first steamer is to be dispatched on the 21st June, and arrive at Rio on the 16th of July, leaving that port on the 21st, and reaching Liverpool again on the 25th of August, 1851.

RAILROAD MAJORITY IN THE NOVA SCOTIA LEGISLATURE:—This debate terminated on the 17th, showing a majority of 25 in favour of the Government plan of building the railway.

## THE HALIFAX AND QUEBEC RAILWAY.

*(By Telegraph to the News Room.)*

QUEBEC, Nov. 19, 1851.

The English press of Montreal oppose the election of the Chief Commissioner of Public Works, because he is supposed to be favourable to the Halifax and Quebec Railway. His (Mr. Young's) views upon the question, as well as upon the proposed Canal to connect the St. Lawrence with Lake Champlain, have been elicited in an address from several of the electors. He gives them in manly and straightforward terms. The following is from his reply—

"As the Act passed at the last session of the Provincial Parliament has not yet been met with corresponding action in the Lower Provinces, it would be premature in me to offer any opinion as to the result of that measure—a measure projected and passed under a former Administration, and for which I cannot be held responsible. I have however, no hesitation in stating that I am strongly in favour of the scheme of a Railway from Halifax to Quebec and Montreal; but to make this work acceptable or desirable to the Canadian people, it is absolutely necessary that, simultaneously therewith the construction of a railway from Montreal to Hamilton should proceed. Feeling the importance of acting in harmony with the Eastern portion of Canada, the Lower Provinces and the British Government, in a work of this magnitude, it is my opinion that the line should be completed by Canada to the borders of New Brunswick.

So far, however, as I have examined the subject, I am not in favour of the line proposed by Major Robinson, by which report the distance to be built in Canada, from Quebec, is 277 miles.

## ARRIVAL OF THE AFRICA AT N. YORK.

BOSTON, Nov. 20.

The *Africa* from Liverpool with dates to the 8th instant, arrived at New York yesterday with 108 passengers.

The Asia from New York arrived at Liverpool on 2d inst. beating the Atlantic one day.

COTTON—very much depressed and declining.

Freights firm and well supported.

CAPE OF GOOD HOPE.—The news from the Cape is very discouraging; the Kaffirs had surrounded two Companies of the 2nd Regiment, killed Capt. Oldham and several others. The dates are to the 1st of October.

Parliament had been prorogued to the 15th January.

Trade in manufacturing districts more healthy and prices improving with sales.

Kossuth was still the great lion of the day in England, receiving addresses from all quarters. The workmen of London had formed a monster procession in his honour, numbering over 15,000 persons.

SHIP NEWS.—Arrived from St. John, Oct. 30, George Carl, off Dungeness; Nov. 2d, Mary, at Queenstown; Brilliant, at Dundalk.

Sailed from Liverpool, 5th, Marco Polio, Mobile; British American, Apalachicola; 7th, Orleans, for New Orleans. From Clyde, 3d, Britannia; from Deal, 6th, Teal, for St. John; from Cardiff, 30th, Ashley, for Savannah.

Loading at Liverpool, Eudocia, for New Orleans; Waconsta and Nova Scotian, for St. John. Off Tusar, 31st Oct. ship Cambria, for Charleston.

## TWO WEEKS LATER FROM CALIFORNIA.

The steamer Daniel Webster, from St. Juan, arrived at New York on Sunday last, with San Francisco dates to the 15th October. She had 400 passengers, and about 600,000 dollars.

When 12 hours out the Daniel Webster experienced a severe gale which lasted 2 days. On the 15th, in the Gulf of Cape Hatteras she encountered a second frightful gale from the south east, which carried away both paddle boxes.

The steamer California sailed from San Francisco on the 15th for Panama, with the mails, one million nine hundred thousand dollars on freight, and about 200 passengers.

Since the cessation from duty of the Vigilance Committe, San Francisco has become crowded with desperate characters, and the papers call on the Committee to work again.

The mining intelligence by this arrival is of the most satisfactory character. The weather had been unusually favorable, and the yield of gold from the different sections of the mining regions was steadily on the increase. New and most extraordinary discoveries of gold were of almost daily occurrence.

The steamer Miner was burnt to the water's edge, near Sacramento, on the 14th. Captain Clark and the fireman were badly burned, and a passenger named D. Brown was burned to death.

The mail steamer Columbia, from Oregon, had arrived at San Francisco. Thomas J. Davenport of Massachusetts, with six other persons had been murdered by the Indians.

The project of steam communication between San Francisco and the Sandwich Islands seems likely to be very soon carried out.

SAN FRANCISCO MARKET.—Since the last arrival the market has been very quiet, and the demand for goods of all descriptions has been limited. Building Materials—American planed $60 to $65 per M.

Towed into the harbor on Friday last, from Quaco, a fine new ship of 823 tons O. M. called the *Salem*. She was built by Messrs. Washburn, Walker & Co., for Capt. Edward Hippisley, of this City, and her model, materials, and workmanship reflect the greatest credit upon her young and enterprising builders. The Salem is an excellent specimen of naval architecture.—*New Brunswicker.*

NEW CURE FOR CONSUMPTION.—The Mobile Tribune directs attention to a new cure of consumption described in the New Orleans Medical Register, by Professor Stone, on the virtues of the "Phosphate of Lime in scurfula and other depraved states of the system," which is of some moment. It was suggested by an essay in the London Lancet, on the "physical pathology of the oxalate and phosphate of lime, and their relation to the formation of cells."

"The conclusions of the author (says Professor Stone) are based upon careful chemical research, and results from the use of the remedy. His researches show that in man, as well as in vegetables and inferior animals, phosphate of lime as well as albumen and fat is abundantly essential for the formation of cells, and he considers that many of the pathological states of the system depended upon a deficiency of this salt. The affections in which it is advised are ulcerations dependant upon general dyscrasia, and not a mere local affection; infantile atrophy; in those suffering from rickets and consequent diarrhœa and tuberculous diseases, particularly of the lungs in early stages."

Struck by this article, Professor Stone tested it, and he thus describes three cases in which virtues were very obvious. The first was that of a slave, who was admitted to the Professor's Infirmary in July, with a disease of the nose, the whole system showing great progress in scrofulous decay. The usual remedies were unsuccessfully applied until August, when cod-liver oil was used, but the disorganization of the stomach was increased by it.—The phosphate of lime was then applied—eight grains, three times a day. Its good effects were soon apparent. It and the oil were therefore administered together, and the patient soon was restored to health.

The second case is that of a young lady, aged 24. Her disease was one of "unmixed phthisis, which might have been expected to terminate in the course of a few months," fatally. The upper part of both her lungs were beginning to soften.—The case was evidently a bad one. The treatment of cod-liver oil was at first used, but without marked improvement. The phosphate of lime was then administered with the oil, and the result, as in the case of the negro, was soon apparent. The patient was rapidly getting well.

The third case was that of a child, seven years of age, in which the phosphate of lime was used with complete success.

Whatever can alleviate or prove a curative to this dreadful disease—a disease which claims more victims than any other in our city, and in the whole of the Eastern and Middle States, has great claims upon public attention. Of course we cannot do anything more than present the above statements; we have no opinion to give but this, that we remember having heard, twenty years ago, of the phosphate of lime, in the form of egg shells, being prescribed successfully in two cases of consumption.

## AMERICAN CLIPPERS—COTTON SAILS.

McKeen's Model Courier has an excellent article on this subject, in which it attributes the most prominent advantages possessed by our clippers (and the yacht America) over others to the use of *cotton canvas*. It says:—

We hear it stated that at the recent Royal yacht race at Cowes, the English yachts, to increase their speed with the America, had recourse to wetting their sails. Should Captain Hoskins, the present owner of the America, adopt the same dodge, as it is to be the Royal Yacht Squadron, and have her sails cut on the old fashioned cotton principle, there is fear that the Harris clipper will probably not shine rather in a contest with the Yankee, in a suit of cotton sails made properly. The English method of cutting fore and aft sails differs materially from ours. For instance, they give the foot of their sails a greater circular sweep, which hangs below the footrope. The leaches are excessively hollow, caused by the stretching of the bolt-ropes, thereby sustaining an extra extent of spar. The America's sails, like all cut here, are straight in leach and foot.

The cotton canvas has now almost entirely superseded all other sails. It was invented by Mr. James Beach, of New York, and first introduced on his yacht Maria, in 1844. Prior to that time, flax was the material used for sails, during the sail race with England, in which Miss Russian, or any foreign canvas,