ARRIVAL OF THE HUNGARIANS,

AT NEW YORK.

The United States Steam Frigate *Mississippi* with the Hungarian refugees, arrived at New-York on Monday morning, from Gibraltar. The refugees, some forty-two in number, have, on the invitation of Alderman Franklin, taken up their abode at the Irving House, where they will await the arrival of Kossuth from England.

[Kossuth, his wife, three children, their teacher, his Secretary, with his wife and child, six Polish and Hungarian officers, and one soldier, left the Mississippi at Gibraltar for England. An officer and his servant left at Smyrna, and 42 came to New-York. Among the latter are 21 officers, of whom seven are accompanied by their wives, a part of whom have children, and one has a mother-in-law. Of the officers, 3 are Colonels, 2 Lieutenant-Colonels, 8 Majors, 4 Captains, 4 Lieutenants, one a Chaplain, and one a Physician. There are besides 3 private soldiers and a boy.]

DESCRIPTION OF THE EXILES.

The passengers look well—all fat and healthy. The soldiers and officers are fine, warlike fellows, most of them wearing immense beards, and some of them huge moustaches. They are stout built, athletic men, with fine features. They are of all classes—some few of them educated men and gentlemen—others like the ordinary soldiers of Europe. There are some of the females very handsome, well dressed, elegant women, particularly three of them, among whom is the lady of Col. N. Percz'l. They were dressed in the same style as English, French, or American ladies. Many of the men were dressed in the Turkish costume, and wore the turban.—Some of the ladies also wore the Turkish dress, while others—both men and women—wore the dress of their native land. Though Captain Long was only authorized to take on board Kossuth and his suite, he took all the exiles who offered. As a sample of the feasting which the Hungarians enjoyed daily on board the Mississippi, and which accounts, in part, for their looking so well, we subjoin the bill of fare on the 20th day out, namely, on Sunday last:—Fresh roast beef, roast veal, roast pork, roast mutton, preserved meats (six kinds), hams corned beef, green peas, preserved, sweet potatoes, Smyrna figs (fresh), raisins, (fresh,) preserved citrons, preserved plums (three kinds), grape jam, wines, champagne, Maderia, and sherry.

During the voyage, Champagne wine was chiefly used, with which some of the exiles, we understand, were not altogether satisfied; but on Sunday, which was a gala day, Maderia and sherry were produced. Besides the foregoing, they were in the habit of preparing for themselves, a description of soup, some of which, it is said, they partook many times a day. It consisted chiefly of burned flour and fat, with some other ingredients. They all behaved very well during the voyage. They messed at the same table with the officers of the ship.

It appears that most of them intend to avail themselves of the amnesty, and go back to Hungary again. Col. Perczl will probably remain here.—He has got some money saved out of the fire and smoke. The others have scarcely any resources of their own. They had only $2,500 among them. It is said the old Turk gave them on coming away, 20,000 piastres. The officers of the Mississippi made up a subscription for them on board, and are ready to subscribe again for them now.

Colonel Perczl is brother of General Perczl, who had the largest army under his command, next to Georgey, and who was unable to come in the Mississippi on account of the delicate condition of his wife. The only two men on board the Mississippi, who were burned in effigy in Austria, are Colonel Perczl and Colonel Hasman, Commissary of the Home department. They were both members of the Diet. Major Gyurman was editor of one of the revolutionary journals. We understand the Hungarians have appointed a committee of three of themselves, to communicate with their American friends and such Hungarians and other foreigners in this country as may desire to promote their views. These three gentlemen alone are authorized to speak for the party. Their names are Colonel Berzenczy, Colonel Perczl, and Captain Kalapss. One of these gentlemen holds a document in the handwriting of Kossuth, recommending him and others, as his personal staff, to the favor of the American people. The writing of the body of the document, and the names, is in a very neat small hand, while Kossuth's signature is large and loose. He signs himself "Kossuth, Governor of Hungary."

It seems there are two parties of Hungarians on board the Mississippi; one in favor of Kossuth, and the other against him, and in favor of Count Bathyani; and it is said that some curious revelations will be made in the course of a few days by the party opposed to Kossuth. Count Bathyani was not on speaking terms with Kossuth, and would not embark in the Mississippi with him. We have been informed that had Kossuth returned to Gibraltar, and come on here in the Mississippi, a row on board would, in all probability, have been the result.

The story about Kossuth domineering and acting improperly at Marseilles is false from beginning to end. It is equally false that there was any difficulty between him and the captain, or other officers of the ship; and we are authorised by the captain, the doctor, and other officers, to give the statement the fullest contradiction. They speak in the highest terms of admiration of Kossuth, and say that they cannot find words to convey their ideas of this great man.

NEW YORK, Nov. 12.—*The Hungarian Exiles* were formally introduced to the Mayor this P. M. at the City Hall by Assistant Surgeon Hamilton, of the Mississippi. Col. Berenski addressed the Mayor in a speech of considerable length, and expressed great regret that Kossuth was not present to refute with his eloquent tongue the base slanders that have been circulated to their prejudice by their bitter enemies in Europe. The Mayor made an appropriate reply and concluded by tendering to Col. Berenski and his fellow exiles the hospitalities of the city. They will remain the guests of the city at the Irving House until the arrival of Kossuth.

THE GREAT METHODIST CASE.—Judge Nelson, of the U. S. Circuit Court, this forenoon decided that the plaintiffs, or in other words, *the Methodist Church South, are entitled to their portion of the Book Concern, valued at* $750,000. A righteous decision beyond a doubt.—*N. Y. Jour. Com*

THE METHODIST BOOK CONCERN decision is one involving moral, religious, and political consequences of very grave importance, and we trust that it will do something to quiet the slavery and anti-slavery agitation North and South.

The Methodist Church held together in this country over half a century, the North and the South both yielding, both compromising on the delicate and dangerous question of slaveholding in the bosom of its society; but in 1844, after some few years of agitation, the Abolitionists succeeded in rending the Church in twain; and hence this appeal to a Court of Law, and the decision of that Court dividing the property.

We trust that this division of the Church and of its property is no omen of a division of this Union; but it is evident that the very same causes which have led to the separation of the Methodists, North and South, would lead to the division of the Union were it not for the strong, the as yet irrepealable bond of what a contemporary calls the "ill-considered compact" of the Constitution of the United States. That bond alone keeps us together, and upon the faithful execution of it, in all its parts hangs the Union of these States.

To divide a Church or to divide a Union is an easy thing, but to bring the dismembered parts together again is a work that may stagger all human effort. Nevertheless, we yet indulge the hope, though but the gleam of a hope, that as the Court has left the mode and manner, the *pro rata* of the division of the property yet to be settled, if possible, by the Church itself, that it will be so settled as to restore the Church to its ancient harmony and happy national relations.

The national division of the Methodist Church is considered by almost all observing men as the greatest calamity that ever befel this country, and hence there is the deepest solicitude among all classes of Union men, North and South, for the restoration of its old relations.—*New York Express, 12th.*

ENGLISH NEWS.

The following is the history of the accident to the steamship *Africa*:—

She sailed from the Mersey at 11. 15 A. M. on Saturday, with the usual mails and 132 passengers, discharged the pilot about an hour afterwards, and pursued the North Channel course. Shortly after the pilot left a dense fog set in, so dense indeed that it was impossible to see half the length of the vessel. Under these circumstances Capt. Ryrie deemed it prudent to slacken speed, and proceed slowly on his course; but notwithstanding the precautions taken the Africa struck on a reef of rocks near the Copeland Islands, situate near the entrance to the Belfast Lough, at about ten o'clock on Saturday night. At nine o'clock next morning two steamers arrived from Belfast, and shortly afterwards a third made her appearance. At low water, the Africa, from midships forward, was high and dry.—The sea being very smooth at the time, she did not strain much, and it was found that she made scarcely any water. As soon as the tide began to flow preparations were made to get her off; ropes were made fast to the three steamers, and being aided by the engines of the Africa, succeeded in getting her into deep water. After she had been relanched, Capt. Ryrie deemed it prudent to return to Liverpool, where she arrived at a quarter past 7 o'clock this morning.

The Glasgow screw steamer arrived at Glasgow Oct. 25th, at 3 o'clock A. M., having left New York at noon on the 11th. She made the passage in 13 days 10 hours, which is said to be the shortest passage of a screw steamer across the Atlantic. Her greatest daily distance run was 264 miles, with fresh gales, carrying all sail.

The propeller *City of Manchester* arrived at Liverpool on a passage of 17 days from Philadelphia.

The removal from the Crystal Palace of the articles of the exhibition was going on rapidly. Half the British Exhibitors had withdrawn. The East India Company has presented to the Queen a choice and valuable selection from the most beautiful portion of their collection, including Dacca muslins, furniture, jewelry, including a costly string of pearls, carpets, shawls, brocade, &c.

Her Majesty yesterday forwarded, by Colonel Grey, a very handsome diamond and ruby bracelet to Mrs. Duke, as a mark of her personal regard and esteem.

Mr. Joseph Paxton, Mr. William Cubitt, and Mr. Charles Fox, were presented to the Queen at a Court held at Windsor Castle on the 23d, by Lord Palmerston, and had the honour of knighthood conferred on them.

The Lord Lieutenant of Ireland left London at half past 9 on the morning of the 18th, arrived at Holyhead by the express train at a quarter past 5, where he embarked in the steam packet Prince Arthur, and he arrived at the vice regal college, near Dublin, at 9 o'clock on the same evening.

Mr. Hawes is about to resign his office of Under Secretary of State for the Colonies, upon his appointment to that of Deputy Secretary at War, in place of the Right Hon. Lawrence Sullivan, who retires after upwards of forty years service. Mr. Hawes, is succeeded to the Colonial Department by Mr. Frederick Peel, second son of the late Sir Robert Peel.

POLITICAL REFORM IN ENGLAND.—A new reform bill, to be introduced by Lord John Russell, appears to have become a settled fact in English politics. The suffrage is to be extended, and even the adoption of the ballot is talked of as by no means improbable. Bearing in mind that within less than half a dozen years Lord J. Russell pronounced the existing representation bill "final," his pending scheme may well be hailed as an involuntary tribute to progressive principles.

Reports assert that the English Ministry are divided on the new reform bill proposition.

The Duchess of Angouleme died at Frohsdog, after a short illness, proceeding from a cold, on the 19th of October, the anniversary of the execution of her mother, Marie Antoinette. She was in the 73d year of her age.

Two caskets of jewels, which had been lost during the insurrectionary war in Hungary, were restored to Madame Kossuth by Madame Pulzsky, who had by some means become possessed of them.

THE GREAT BRITAIN STEAMSHIP.—This gigantic vessel was yesterday removed from the Sandon graving dock, where she has been undergoing repairs since April last, and brought into the Wellington dock, where her engines will be put into her. She is to have six boilers, three on each side and two funnels, abreast of each other. The machinery, which has been made in London, is now shipped, and on its way to Liverpool. The alterations in the ship have added materially to her appearance, and they have also increased her capacity. By means of the new deck house, the ship will be able to carry coals for the voyage out and home, about 600 passengers, and 3000 tons of measurement goods; whilst her engines, which are nominally of the same power as before, but really more efficient, will give her a higher speed. The new screw is now fixed in its place. Its diameter is 15 feet 6 inches, and its pitch 19 feet.—The rudder of the ship is deserving of attention, inasmuch as it differs, we believe, from all other rudders. The rudder post may be termed a bar of iron, firmly secured to the keel behind the propeller, and rising to the iron work above the upper end of the rudder post, inclining backwards. The rudder post is turned at different diameters, tapering downwards, so that the rudder cannot get fast by working down. The action of the rudder is partly upon the steel pin, and partly around the rudder post, which it is made to encircle; and vibration is prevented by a portion of the rudder being made to project forward of the rudder post.—The entire of the repairs have been executed by Messrs. Thomas Vernon and Son, shipbuilders and engineers, of this town. The Great Britain is said now to be a stronger vessel than she ever was before. Captain Mathews, Mr. Patterson, Mr. Bright, and Mr. Croome, Her Majesty's Surveyor for the Bristol steamboats, have superintended the repairs which have been so ably executed by our townsmen.—*Liverpool Mercury.*

The statue of Chief Justice TINDAL was placed on its pedestal in the square at Chelmsford on Thursday last. The front of the pedestal bears the following inscription, from the pen of Mr. Justice Talfourd:—"The Right Hon. Sir Nicolas Conyngham Tindal, Knight, D. C. L., Lord Chief Justice of the Court of Common Pleas, born at Chelmsford, A. D. 1776, died A. D. 1846. Erected A. D. 1851, to preserve for all time the image of a judge, whose administration of English law, directed by serene wisdom, animated by purest love of justice, endeared by unwearied kindness, and graced by the most lucid style, will be held by his country in undying remembrance."

We understand that no fewer than *twenty* nuns are forthwith to sail from Gravesend for Valparaiso. A large cabin has been fitted up expressly for the sole use of these popish young ladies, who are to be accompanied by a priest. We believe that this is the first instance on record in which a ship has gone out of the London docks with a similar class of passengers.—*Advertiser.*

A young woman who resided in Philip-street, Bath, died in a somewhat curious manner. She discovered blood oozing out of one of her legs, from an aperture not larger than the puncture of an ordinary pin. Afterwards becoming faint, her friends removed her to the Bath United Hospital, when it was discovered that she had ruptured a blood vessel, by tying her garter too tight. She died from exhaustion soon after her removal to the hospital.

MUSIC ABROAD.—The London *News* reports that the principal members of the Royal Italian Opera, Covent Garden, are engaged at St. Petersburg. The season there commenced on the 10th October, and will close on the 24th February, on account of the short duration of the carnival in 1852. The sums to be paid to the principal artists are as follows:—Mario and Grisi 80,000f. each, and a benefit of 20,000f.; Tamberlick, Ronconi, Tamburini, and Madame Persiani, 65,000f. each, and 15,000f. benefit. Perrot and Carlotta Grisi are also engaged. The united salaries of the *troupe* will amount to about 700,000f., or $135,000, for the season. Madame Castellan is at present in Paris, about to sign an engagement for Madrid.

Kossuth had visited London, and had been fêted at Southampton and Winchester, by the Mayor and Corporation. The speeches delivered by him, review the causes which led to the Hungarian Revolution, and contain, as might be expected, an energetic condemnation and withering exposure of the aggressive policy of the House of Hapsburg upon the liberties of the Hungarian nation. He speaks in choice English, at which his admirers appear less surprised than at his commanding eloquence. The addresses are spoken of as the emanations of a master mind, and those who have heard them cease to wonder at the influence they must have had in leading his countrymen to active resistance to Austrian tyranny.

THE LATE MR. M'KENZIE.—This eminent railway contractor, who has taken part in the construction of most of the great railways and other public works which have been formed during the last thirty years, died on Wednesday, at his house in Grove-street, in this town, after a long and painful illness, borne with great firmness. Mr. M'Kenzie was a native of Marsden, on the borders of Yorkshire and Lancashire, where he was born in the year 1794. When a young man he assisted in forming the Union Canal, the Birmingham Canal, and improving the Leeds and Liverpool Canal. His first public work in this neighbourhood was the tunnel from Edgehill to Lime-street. He also assisted in forming the Grand Junction and Midland railways, the Caledonian Railway, the Rouen and Paris, the Rouen and Havre, and several other of the French railways. He likewise took part in the improvement of the river Shannon. In fact, his whole life was spent in carrying out public works of the highest and most lasting utility.—*Liverpool Mercury.*

INTERMENT OF ONE OF THE FIRE BRIGADE.—On Wednesday afternoon, Robert Roberts, for many years an efficient member of the fire brigade in this town, was interred in the Necropolis. The deceased was conveyed to his final resting place on an engine, drawn by four grey horses, and followed by the whole of the fire brigade, headed by Mr. Superintendent Hewitt, all dressed in full uniform. The melancholy procession drew together a large concourse of spectators.—*Ib.*

Mr. George Peabody had given another of his superb public fetes in London, this one being a parting dinner to the American exhibitors at the World's Fair, and other Americans in London. It was attended by more than 100 Americans, and about 20 Englishmen and foreigners. Among the company were Lord Granville, Sir Henry Bulwer, Mr. Lawrence, Sir Joseph Paxton, Sir Charles Fox, Mr. Bates, &c. The speeches of Lord Granvill, Mr. Lawrence, and Sir H. Bulwer, were very fine, and were received with intense enthusiasm.

The news from the Cape of Good Hope is not very encouraging.—The Caffirs are represented as too strong for the British force opposed to them, and are threatening aggressive movements of a serious nature.

FRANCE.—*The New French Ministry.*—The *Moniteur* of Monday contained the ordinances appointing the new ministers. The following is the list:—M. Corbin, attorney-general of the court of appeal—minister of justice; M. Turgot, ancient peer of France—foreign affairs, M. C. Giraud, member of the institute—public instruction; M. de Thouigny, former advocate-general of the court of appeal of Paris—minister of the interior; M. de Casabianca—commerce; M. Lacrosse—public works; General St. Arnaud—war; M. H. Fortoul—marine; M. Blondel, inspector-general of finance—minister of finance; M. C. Giraud performs the functions of minister of justice in the absence of M. Corbin; M. Turgot, minister of foreign affairs, is charged with the finances in the absence of M. Blondel; M. Maupas, prefect of the Haute Garonne, is appointed prefect of police in the place of M. Carlier.

ITALY.—The King of Naples and the Royal family have had a very narrow escape of their lives. As the King, Queen and some of the royal children were about to drive across the rail road near the Ponte di Maddelan, a train suddenly appeared, and before the horses in the carriages could be backed off the line, they were struck by the locomotive and killed.

NOVA-SCOTIA LEGISLATURE.

RAILWAY DOCUMENTS.

LAID BEFORE THE NOVA SCOTIA LEGISLATURE.

MEMORANDUM.—The Hon. Joseph Howe, of Nova-Scotia, and E. B. Chandler, of New-Brunswick, having, in accordance with the invitation of the Governor General, proceeded to Canada, in order to confer with His Excellency and his Executive Council on the subject of the projected Railroad between Quebec and Halifax, and having had opportunities in the presence of His Excellency of explaining their views more fully, and of hearing those entertained by the Canadian Government, it is proposed to reduce to writing the conclusion which have been arrived at. It is admitted by all the parties that the work is one of great national importance, and that the three provinces would be much benefitted by its construction. It seems scarcely probable that money can be obtained on more favorable terms than those on which the Imperial Government has offered to aid in prosecuting it, and it is therefore the anxious desire of all parties to this Conference that the obstacles which present themselves to the success of the enterprise may not prove insurmountable. The most important of these seem to be the determination of the two Houses of the New Brunswick Legislature not to assume any greater liability than that already agreed to, and which amounts to a concession of the right of way and stations of ten miles of vacant land on either side, and a grant of £20,000 currency per annum for twenty years.

It seems then desirable to offer as many distinct propositions as possible for the consideration of New Brunswick, and to urge upon the Government of that Province to take the responsibility of submitting some one of them to the Legislature for its sanction. The following propositions might, it is conceived, be sanctioned by Canada and Nova Scotia:

FIRST—That each Province should be responsible for the cost of the portion of the road passing through its own territory.

SECOND.—That New Brunswick should make a distinct and separate agreement for the construction of its portion of the line with private contractors, who might possibly be induced to undertake the work on liberal terms.

THIRD—That the line between Halifax and Quebec should be undertaken on the joint account of the three Provinces, and that the Crown Lands lying five miles on each side of the line should be conceded by each Province for the benefit of the road, and that, until the payment of the cost of construction and interest, the receipts should be common property, after which each province to own that portion of the road which passes over its own territory.

Should the Lower Provinces determine to aid in constructing the Railway from Halifax to Quebec upon either of the plans suggested, it is more than probable that, with as little delay as possible, the line will be extended from Quebec to Hamilton from whence a Railway is being constructed through British territory to Windsor, opposite Detroit, at which place it will connect with a line projected across Michigan to Chicago, and through the State of Wisconsin to the head waters of the Mississippi, at Galena, the continuous line through the British Provinces stretching for 1310 miles, and through British and American territory for 1700.

(Signed) JOS. HOUBRET, P. C.
JOSEPH HOWE.

Toronto, 21st June, 1851.

NEW-BRUNSWICK.

Memorandum in regard to the Railway policy of the Provincial Government.

That the proposals made by the Secretary of State in the Colonies, as expressed by Mr Hawes' letter, under date of 10th March, 1851, on the subject of Railways, in this Province, shall be accepted in full so far as the amount necessary is concerned, and upon the propositions specified in Mr. Howe's Report to his Government on his return from the Deputation to Canada, or on terms not less favorable; and upon such better modification of the terms specified in Mr. Hawes' letter respecting the securities to be offered by the Province as can be obtained, it being distinctly understood that the Government will not accept any proposals for building the Great Trunk Line which shall not embrace in an equally favorable and explicit manner the European and North American Railway—the liability for the latter line being solely confined to the Province.

It is under stood that the Government will urge upon the Imperial Government the propriety of obtaining Imperial aid, in addition to the guarantee, in consideration of the valuable lands which will be conceded by New Brunswick along both lines for Emigration purposes, and of the great national importance of the undertaking.

Fredericton, Aug. 1, 1851.

The following is an extract from Mr. Howe's Railway Speech in the Nova-Scotia Assembly on Friday last:

"It needs but few illustrations to show the effect of Railways in the United States. The growth of New York, Buffalo, Boston, Philadelphia—all the large Cities and smaller Towns through which they run, since their construction is wonderful to contemplate. The rise in the value of real estate, the activity, promptitude of movement, life, animation, which pervades the whole social system, evidence that the people are trained to the highest state of active, bodily, and mental exertion.—Take the Town of Portland,—It is fast becoming one of considerable interest to the people of this colony—but it is not to be compared with St. John's or Halifax, unless for the beautiful trees that line its streets, and yet what a contrast does it present to either of the latter Cities. The people of Portland seem to have been touched by the life giving impulse which Railways produce—energy and activity is theirs already, and an increased population and wealth are rapidly becoming so. I will not occupy the Committee much longer with these details, but shall quote a passage from a Report by Mr. Chesborough, illustrative of the rapid progress of American Cities under the Railway stimulus.

"The principal cause has undoubtedly been the construction of Railways, and the establishment of a semi-monthly steam line to Europe. These have been great facilities to her commerce, enlarged her market, attracted merchants, stimulated every branch of manufacture, created a demand for houses and stores, and advanced the value of real estate. September 30th, 1839, there were but one hundred and sixty-seven miles of Railway radiating from Boston." In 1851, Boston is welded to more than one thousand miles of Railways in Massachusetts, more than eighteen hundred in the five other States of New England, and six hundred and fifty more in New York. "In all, three thousand miles. In September, 1839, her Railway horizon was bounded by Salem, Bradford, Nashua, and Providence. It now encircles a web spreading over Massachusetts, and extends to the Kennebec, the St Lawrence, and the Lakes. This great system of Railways has been principally planned, and directed by her sagacity. Boston invested largely in lines to the North, and in distant railways,—the Michigan, Central, and Mad River, Reading, and Wilmington, and she also expended five millions in an aqueduct, and as much more on factory cities. The aqueduct has been in operation three years. Her last investments promise to be remunerative, and will bring with them a strong current of trade from newly acquired territory. Railroads have become the great interest of Boston, and her investments in them exceeds fifty millions of dollars.

THE LEGISLATURE.—Since our last the Railway debate has made some progress; but when it will terminate, is as yet problematical. We believe it is a fact, that nothing further has been communicated relative to this undertaking, by the Home Government, than what has been published in the papers. The sinking fund bothers the minds of honble. members; and how that is to be paid has become a matter of opinion, which in the absence of further light, will range the House on opposite sides, irrespective of party. Mr. Howe is of opinion that no sinking fund will be demanded until the Railway begins to yield a profit—and his opinion will carry weight on one side. Others are of opinion that the sinking fund must go on with the progress of the Railway, profit or no profit, and the whole amount of its cost be paid within a limited period. These are important considerations, and as before stated, there is no light from Home to guide the Legislature. We do not think for our own part, that any British Ministry, be they whom they may, Whig or Tory, would venture a proposition to Parliament for three or seven millions of money, without an effectual guarantee that it will be repaid, and that within a certain term of years. Whether the prospects of the Halifax and Quebec line will warrant the Province in giving that guarantee, appears to be the proper question which the Legislature have to decide. It is to be sure, a weight added to the interest—but still, the vast developement of resources, which in populous countries is seen to follow the opening of a country to railway communication, may be a sufficient inducement to close even with this hard bargain. What makes it more probable that it will be insisted upon in its most stringent form, is the recent attempt on the part of the Legislature to repudiate its most sacred obligations.—*Halifax Church Times, 15th.*

NAVAL INTELLIGENCE.—*Cumberland*, 70, Capt. Seymour, with Flag of Sir George Seymour, arrived hence at Murray's Anchorage, 27th ult. *Sappho*, 12, Com. Cochrane, arr. in company with the Admiral. *Calypso*, 18, Capt. Forbes, which sailed hence in company with the squadron, proving a much faster ship than *Cumberland*, was ordered to make the best of her way to Bermuda, and arrived on the Thursday previous, 23rd ult.; *Calypso* sailed 31st ult. for Port Royal, Jam. *Helena*, 16. Com. de Courcy, also arrived at Bermuda 23rd ult.; *Helena* was relieved at Grenada by *Persian*, 12, Com. Mitchell; she left the station 1st. inst. for England. *Aragant*, 12, steam frigate, — horse power, — men, Capt. R. S. Robinson, is expected to be placed under the command of the Vice Admiral, on the West India and North American Station. The Bermuda *Royal Gazette* of 4th inst., learns that the Vice Admiral would leave the Summer Islands, in his Flag-ship, in a few days, on a visit to the Southern portion of his command; Lady and the Misses Seymour remaining there during his absence. *Columbia* 3, Steam-surveying-sloop, Com. Shortland, has come into winter quarters, alongside the Dock Yard Jetty, at Halifax, where she will be housed over until the next season, when she will resume the survey of the Bay of Fundy.—*Nova-Scotian.*

LITERATURE.

THE LIFE OF JOHN STERLING.—By Thomas Carlyle. pp. 344.—[Boston: Phillips, Sampson & Co. 1851.]—For sale by Messrs. J. & A. McMillan, St. John.

The records of an erratic spirit are always fertile of wonder and regret. The soul of man, imbued with a catholic spirit of affection for his species, earnestly hoping and wishing the best things, grieves to find its longings disappointed, and its fraternal yearnings repulsed and disheartened. "*The Life of* JOHN STERLING"!—and why not *the Life of the* "REVEREND *John Sterling*"?—Alas! the omission of a single word tells a fruitful tale of perversion, misapplication and defection. This book is an anomaly. It is the biography of one, who for a brief period worthily bore the designation, and fulfilled the sacred offices, of a sacerdotal son of the English Church; but whose impatient spirit, disdaining all creeds and all restraints, emancipated itself alike from discipline, from ecclesiastical regimen, from orthodoxy, from faith and from vital religion. Such is the book; and being also the production of a writer of the most daring singularity and undefinable principles, it comes before us doubly enwrapped in suspicion and mistrust. We cannot deny, that it is an interesting and really affecting narrative; that it presents a familiar picture of an amiable, gifted and industrious literary man, and contains much that is well worthy of perusal. Maugre the disagreeable uncouthness here and there, of Carlyle's well known mannerism and barbarous style, it is as a whole, a pleasing bit of friendly biography; it details scenes and occurrences of much interest, and exhibits to our familiar contemplation several remarkable men. The sketch of COLERIDGE and his visionary speculations is admirably written; that of EDWARD STERLING, the Father of *John Sterling*, and for so many years the powerful and influential Editor of the *Times* newspaper, is extremely interesting; and other portions of the book are also very attractive. But after all, it is but the biography of one, whose *principles* were as *nomadic* and unsettled, as ill-health compelled his person to be; of one who, capable of higher and better things, became at last worthy of no better designation among men than "an amiable sceptic"; who, in his last moments, constituted the infidel, *Francis Newman*, the guardian of his son; and who, after his "*Life and Remains*" had received even more than their due honour from the pen of a *clerical* friend, (Archdeacon HARE,) must needs be thought worthy by THOMAS CARLYLE of another and a most sapicious style of Biography. Of *such* a memoir, of such a man, and by such an author, we can only exclaim "*Cui bono?*"—and although it will, doubtless, be eagerly read by the admirers of Carlyle's writings, yet we cannot but think the world would have lost nothing by its suppression. B.

The Observer.

SAINT JOHN, NOVEMBER 18, 1851.

THE ELECTIONS.—The election for a County Member took place on Friday, which resulted in the return of Mr. Godard.

The election for a City Member came off on Saturday, which closed in favour of Mr. Harding.

Yesterday, the Sheriff held his Court for declaring the result of the elections, by summing up the several poll books, as follows:—

For the County—J. F. Godard, 554; W. Flaherty, 126; B. B. Kinnear, 44.—Mr. Godard was declared duly elected. Mr. Flaherty protests against the return of Mr. Godard, on various grounds; and the Scrutiny, we learn, will be commenced at the Court House on Monday morning next.

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

There was very little interest felt in the County election. That for the City, however, was carried on with much interest, but without ill feeling.

After the declaration, several of the Candidates addressed the spectators. We take the following report of Mr. Harding's and Mr. Foster's remarks from the *Freeman* of this morning:—

Mr. Harding stood in the proudest position it was possible for a young man, a native of this country, to attain—the representative of the City of St. John, chosen by so large a majority. He had already declared what his principles were, and there was no use for his repeating them; but he would assure them of his determination to employ all the abilities bestowed on him by his Maker, for the faithful discharge of the duties he had undertaken. He thanked most sincerely the friends who had supported him on both sides of the water, and trusted he may prove deserving of their confidence.

Mr. Foster said that though defeated he must still thank them for the large measure of support he had received. He had not come forward to gratify his own ambition, but in compliance with the call of a numerous and influential party. The amount of support he had received on Saturday assured him of the confidence and esteem of a large portion of his fellow-citizens, and had excited in his heart feelings of gratitude that would remain while he ceased—he begged pardon—while he continued to exist. He hoped now when the excitement passed away that they would live on the same terms they had lived on before. For his part his principles remained the same, and stood as high in his bosom as ever, and he would still labour, as before, to sustain them and carry them out. He trusted that the man of their choice would prove worthy of the confidence they had reposed in him; would faithfully carry out the principles he had avowed, and at the end of the three years would again come before them that confidence in his principles and abilities nowise impaired. He thanked them most sincerely for the support he had received.—Mr. Foster was listened to with the utmost attention.

[TELEGRAPH TO THE NEWS ROOM.]

Great Railroad Majority in the Nova-Scotia House of Assembly!

HALIFAX, Nov. 17.

On Saturday the debate was opened by Mr. Rider, followed by Mr. Jost, against the Bill; and Messrs. Locke, Mosher, Zwicker, Freeman, Henry, and Hall, in its favour. Mr. Howe then closed in a humorous and good-natured running fire on the objections urged against his measure, and the debate closed by a triumphant vote of 37 to 13—showing a majority of 25 in favour of the Railroad.

☞On Monday evening last; the Rev. Mr. Wishart delivered the first *of his course* of Lectures at the Mechanics' Institute, to a large, respectable, and attentive audience.—Subject, "Chronology, with some of the consequences, speculative and practical, derivable from it;" and the same subject will be continued in his lecture of next Thursday evening.

THE KROLLMANS.—These excellent Musicians gave three Concerts at the Mechanics' Institute last week, which were attended by large, fashionable, and highly delighted audiences. Mr. Krollman is an accomplished performer on the violin, and executed a variety of difficult pieces in a very masterly manner; and Madame Krollman's vocal performances were uncommonly pleasing and satisfactory. From the extreme gratification which has been been generally expressed by those who have attended these Concerts, we should hope that our Citizens would yet have another opportunity of hearing these delightful performers.

THE ALMANACKS.

We omitted last week to acknowledge the receipt of a copy of Avery's "Merchant's and Farmer's Almanack for 1852," which contains a large amount of useful and interesting information.

We have also to acknowlege the receipt this week, of a copy of Chubb's old-established "New Brunswick Almanack and Register, for 1852," 96 pages 8 vo., containing, as usual a great variety of valuable information, statistics, &c., and published at a much cheaper rate than for several years past.—[See Advertisements.]

MECHANICS' INSTITUTE.—Last evening, Samuel W. Babbitt, Esq. of Fredericton, delivered an interesting Lecture on "Self-Culture."

THE OUTRAGE ON MR. JOHN E. TURNBULL.—While we are disposed to do full justice to the Police force of this City, we are not disposed to screen them when they do wrong. The treatment of Mr. John E. Turnbull by one of the policemen last week, according to the statement already published, is an outrage of so grave a character that it ought not to be passed over without a close investigation. If respectable and well known Citizens are to be dragged through the streets like felons, at the will and pleasure of an ignorant or ill-tempered policeman, no man will be safe. We propose that a public subscription should be entered into, to ascertain the real merits of this case, and define clearly what are the duties of Policemen, and what are the rights and privileges of the City of St. John.—*New Brun.*

MORTALITY IN WINDSOR.—We are pained to hear that a fearful mortality has been raging in Windsor for the space of several weeks, in the form of Scarlet Fever. Its ravages have been chiefly among children, some families having lost as many as three within a few days. A number of adults, also, have fallen victims. The disease is of the most virulent and deadly kind, and terminated fatally in a few hours. Many a home has been made desolate, and many a heart too, by this fearful scourge.

This city is perhaps as free from the destroying influence of contagious diseases as any on the continent, or perhaps in the world. We believe the bills of mortality present fewer victims here than anywhere else, according to the numbers of our population. The reason of this is to be found, we believe, in our natural position, and in some meteorological phenomena peculiar to this locality.—*Halifax Recorder.*

JAMAICA—Sir Joshua Rowe is to be succeeded as Chief Justice of Jamaica, by the Hon. Dowell O'Reilly; Boswell Middleton to be appointed Attorney General.—The carriage of His Excellency the Governor, levied on for taxes claimed by the parish of St. Catherine, was sold 7th ult. for £42—The Cholera was still prevalent in Hanover, Westmoreland, and Savannah-la-Mar; Influenza had abated; but Small-pox continued to rage in many districts.

TRINIDAD—Has followed the example of Demerara, and sent an Envoy to the U. States, for the purpose of obtaining Immigrants from the free coloured population.

ST. KITTS.—Cases of Hydrophobia have been of frequent occurrence at this and several other of the islands. It has been proposed to levy a tax of $16 on every dog kept within the limits of Bridgetown, Barbadoes.

UNITED STATES.

THE DIFFICULTIES WITH SPAIN.—Mr. Webster has rejected the proposition of the Spanish Government, made through its Minister at Washington, for the settlement of the late difficulties about Cuba, and for a better understanding between the two countries. The proposition was, for the American Government to invite the Spanish Consul to return to New-Orleans, to bring him in a national vessel, and to salute the Spanish flag over him; and further, to restore the value of the property of the Consul, and of the Spanish citizens of New-Orleans, which was destroyed by the rioters. In case this proposition should be rejected, the Minister was instructed to demand his passports and return.—*Boston Atlas.*

WASHINGTON, Nov. 11.—There is nothing definite respecting Cuba. This business will be laid before Congress in the President's Message, as far as circumstances may require.

Mr. Webster will soon go out of the Cabinet. Attorney General Crittenden will take his place, and Hon. Rufus Choate, of Boston, will fill the post of the latter.

YALE COLLEGE.—There are at present 548 students in the College, of which 34 are in the Theological, 30 in the Law, and 27 in the Medical departments.

A Generous Act.—The widow of late Dr. Judson, on her departure from Calcutta to the United States, was presented with the sum of of $1500 by several noble and disinterested friends, as a slight testimonial of the reverence in which they held her lamented husband, and the respect and interest they felt for his bereaved family.

PENNSYLVANIA has a white population of 2,258,463; white males, 1,142,863; white females, 1,115,600; colored males, 25,057; colored females, 28,266. Total population 2,311,786. There are 22,036 manufacturing establishments, which produce $590 and upwards a year each, and 127,577 farms in cultivation. The deaths last year were 28 318.

The U. S. mail steamship Pacific, for Liverpool, sailed from New York, Saturday 8th instant, with forty-six passengers, among whom was the Rev. Theobold Mathew. The Pacific takes $799,804 in specie.

Dr. J. Kearney Rodgers, the able Surgical Professor and operator, of the Crosby street College of Physicians and Surgeons, NewYork, died in that city on the 9th inst.; and Dr. G. Sharpe Patterson, the distinguished Professor of Anatomy in the University of New-York, died on the 12th.

G. G. Howland, Esq. one of the merchant princes of N. York died on the 9th inst. His funeral took place on the 12th, attended by a *cortege* of about eighty mourning coaches, extending something over half a mile, to Greenwood Cemetery. As a mark of respect, the Grocers, who have dealt so largely with him, closed their shutters during the time of the funeral.

A lawyer, named Boyd, fell dead at Richmond, Va. on the 12th inst. in a fit of passion.

A LIVELY TRADE.—From the recent report of the Methodist Book Concern in New York it appears that the sales for the last twelve months were more than $200,000, being an increase of $65,000 over the previous year, and exceeding all former years. The profits on the new Hymn Book were $47,461. The Christian Advocate and Journal has a circulation of from 25,000, to 29,000. The Missionary Advocate 20,000. The Sunday School Advocate 65,000, with a yearly sale of Sunday School Books amounting to $5900. The Quarterly Review has 3000 subscribers.

The sugar crop in Texas is reported to be unusually promising.

Celebration at the Croton Mills.—The Croton Mills were thrown open to the inspection of the public on Thursday, by the proprietors, Hecker & Brother. The Celebration was partly on the occasion of their having received the first premium for Flour at the World's Fair. Several thousand persons were present, a large proportion of whom were ladies. A banquet was served, and everything done up in the finest style. The banquet consisted almost entirely of the farinaceous preparations of Hecker & Brother, in a great variety of forms. In the evening the mills were beautifully illuminated, and the festival terminated with a ball. There are about seventy men employed in the establishment. The annual consumption of wheat is about 475,000 bushels; oats, 45,000 do.; corn, 30,000 do. From which are manufactured 65,000 bbls. flour, 800,000 lbs. farina, 250,000 lbs. wheaten grits, and 175,000 lbs. samp and hominy. About 180,000 yards muslin are consumed in a year; 80,000 do. coarse bagging; 750 reams of white, colored and fancy paper. There is a printing office attached to the mills, in which the bags and labels are printed.—*New York Times.*

Brazilian Troops Recalled.—A letter dated Pernambuco, Sept.