Canadian Clergy Reserves by Government may be taken as the first moving of the straw.

In 1863 the principles of Popery will be effete in this country; and in 1975, they will be virtually eradicated from the united kingdom.

In 1879, France will be suddenly converted and united unto the Lord.

In the same year, 1879, Popery and Mohamedanism shall both be suddently and utterly destroyed. In the event of his Lordship still retaining power, it is not too late for him to come down to the House and state, his readiness to vindicate the cause of his Sovereign QUEEN VICTORIA, and legislate at the cannon's mouth instead of by the paper bullets of the House of Lords and Commons, which whatever may be the care with which they are framed, will in the end be easily turned aside by the Jesuitical parties against whom they are directed.—*Montreal Pilot.*

of Rome will fall; as also will the temporal power of the King of Naples, these two being pre-figured by Sodom and Gomorrah of old. The Emperor of Austra, the King of Bavaria, and the King of Sardinia shall be maintained in a nominal sovereignty by the intervention of Russia, and these united will devastate the Italian states.

In 1883. "These monarchs shall be virtually tributary to Russia, and the people having made an unsuccessful revolt, will be still under the yoke of political tyranny, because they will not be prepared for the proper exercise of free institutions among them. Then will begin the twelve years submission to the Russian power the modern Chedorlaomer.

"These will terminate in the year 1895, when the people of the five kingdoms of Austria, Bavaria, Sardinia, Rome, and Naples, will be aided by the Christian states to obtain their liberty; and all shall be united unto the Lord, and begin to restore and repair the ravages of the time of desolation." —(Vol. iii., p. 283.)

The value of the calculated predictions is now in course of being tested by the results of important passing events, and the present aspect of continental politics appears strongly confirmatory of them.

INDIAN INTELLIGENCE.

INTERVIEW BETWEEN THE GOVERNOR-GENERAL & GHOLAB SINGH.

It appears that Gholab Singh reached Vizierabad on Dec. 22, attended by between 2,000 and 3,000 of his Troops. The interview, fixed for the 24th, was put off for two days on account of the ill health of the Marquis of Dalhousie. On the afternoon of the 26th a deputation of officers, consisting the Brigadier commanding the station, accompanied by his Staff, the Commissioner of Lahore, and the Governor-General's secretaries, proceeded to meet the Maharajah, and conducted him through a street about a mile long, composed of the whole of the Troops in camp. Gholab Singh was received at a short distance from the Durbar tent by Sir Henry Lawrence and Mayor Burn, and welcomed, on alighting from his elephant, by Sir Henry Elliot, secretary Government, with the Governor-General. On arriving at the door of the Marquis of Dalhousie, who, after going through the impressive ceremony of shaking hands, conducted his illustrious guest to a seat on the right hand of his own. The Governor-General was in the costume of a Minister of State, while the ruler of Cashmere was radiant in a green and golden dress, set off by a many-coloured turban. The presents on both sides were then brought to light, and some people have been ill-natured enough to say that, although on our side they were to an immense amount, yet we were not losers by the exchange. Gholab Singh then returned to his camp, under a salute of 19 guns. Our informant has not enlighted us as to what passed between the great folks; but it is supposed that all the changes were rung that protestations of friendship and mutual bepraising will admit of.

On Friday, the 27th of December, the Most Noble the Marquis of Dalhousie, attended by a brilliant Staff, all mounted on elephants 21 in number, proceeded in State, under a salute of 19 guns, to return the visit paid him the day before by Maharajah Gholab Singh.

The procession was preceded and followed by by Detachments of the Body Guard.

The whole of the Troops were out and formed in Line, as they had done the day before, from the camp of the Governor-General towards that of Gholab Singh, the Troops of the latter being also paraded and completing the Line.

On Saturday, the 27th of December, the entire force at Vizierabad was paraded, under Major-General Sir Walter Gilbert, G.C.B., and Brigadier Hearsey, for Brigade exercise in the presence of the Governor-General, and Maharajah Gholab Singh. The Troops were under arms, on the Parade-ground behind the camp, a little before 7 a.m., and the Cashmere Chief came to the ground about half an hour afterwards. The Troops consisted of five Corps of Infantry, viz:—Her Majesty's 10th and 24th Foot, the 21st, 32nd, and 84th Regiments of Native Infantry, Her Majesty's 9th Lancers, the 4th Native Lancers, and the 6th Irregular Cavalry, with two Batteries of Artillery—altogether about 5,600 Men. After forming Line the Troops marched round in slow time, then again formed Line, advanced, covered by the Light Companies of the different Corps and by the guns, formed square to receive Cavalry, again formed Line, then Columns of Companies, the Cavalry advancing, charging through the internals, and retiring under cover of a fire from the Artillery.—The Review concluded with the general salute, after which the Governor-General and the Maharajah returned to their respective camps, and the Troops to their several quarters. 'It was a fine breezy morning,' says another correspondent, 'diversified with a few mares' tales, as seamen call the light floating clouds that portend wind.—The hills between this and Cashmere, are not 50 miles off, with their sides covered with snow, added to the brilliancy of the scene.

THE MINISTERIAL CRISIS.

It is singular, but not less singular than true, that whatever country yields to the domination of Papal Rome, is sure to fall into trouble. Ireland is a melancholy specimen of this fact, as that unfortunate and superstitious country is one continued scene of misery, without the slightest appearance of relief from the thraldom of the Priest of the Church of Rome, who keep the inhabitants of that otherwise favoured land in the grossest ignorance, and incapable of becoming useful members of society, or to exert themselve to earn an honest independence while under the control of their spiritual advisers; their only chance of escape from the miserable life they lead at home being to expatriate themselves from their father land and become residents in distant colonies.

"The same kind of work is at present in operation by the assumption of ecclesiastical titles and other means to reduce the inhabitants of this country to a far lower standard than it now enjoys under a liberal constitution, and facilities for education greater than it has ever previously experienced, and as a punishment to the heads of the Government who have shown a want of firmness in resisting the Papal aggression; the country is at present without rulers or any permanent authority if we except the QUEEN, who has fortunately displayed great moral courage under the circumstances, and will, we trust, with the aid of the noble steersmen she has at last selected, the brave Duke of WELLINGTON, be able to direct the vessel of the state through the dangerous channels she has to navigate, and bring her to a haven of safety, where she may be free from the attacks of all her enemies.

Had Lord PALMERSTON only acted with the courage we always considered he possessed, and at once demanded of the POPE to withdraw his bulls and apologise to the QUEEN of England for the insults the Roman Pontiff had offered, this country would have been saved from the excitement which took place, and would have avoided the feeling that has arisen in many quarters in opposition to the adoption of legislative measures on the subject. Lord PALMERSTON ought to have sent Sir CHARLES NAPIER with a Squadron of England's best bulwarks to the Coast of Italy, and he would have soon compelled the POPE to retract his bulls or see Rome totally destroyed, and the temporal power of that kingdom utterly annihilated. In the event of his Lordship still retaining power, it is not too late for him to come down to the House and state, his readiness to vindicate the cause of his Sovereign QUEEN VICTORIA, and legislate at the cannon's mouth instead of by the paper bullets of the House of Lords and Commons, which whatever may be the care with which they are framed, will in the end be easily turned aside by the Jesuitical parties against whom they are directed.—*Montreal Pilot.*

THE BRITISH NORTH AMERICAN ASSOCIATION.—The Association was recently established in Halfax, by a few patriotic gentlemen, for the purpose of developing and making known to the people of England the resources and elegibility of that province as a point for Emigration. We at the time drew attention to it, and recommended that a similar Institution should be establi-hed in this province, which we regret to say has not as yet been done. This Establishment has made arrangements in London, for facilitating their views and carrying out a design which is destined eventually to fill that province with Settlers and Capital. One of their first Acts has been to collect such information relative to the sugard policy of our Yankee Neighbours, as will when generally known, convince the most sceptical as to the utter improbability of the United States ever Reciprocating either with the Colonies or the Mother Country. The following is the Report. A few such documents while it proves the advantage of such societies, will beget such enquiry as will make the North American Colonies, no longer a "*terra incognita.*"

The Committee on Commerce appointed at the general meeting of the British North American Association beg leave to report:

That having had under consideration the present position of the trade of the British possessions in North America and the West Indies, they feel it to be their first duty to bring to the notice of the Association the various changes which have taken place in the commercial relations of the Colonies with the Mother Country, and with Foreign nations, within the last few years. These changes are chiefly to be attributed to a complete reversal of the former commercial policy of Great Britain.—Previously to the year 1825 the foreign trade of the North American possessions was conducted almost wholly in British or Colonial vessels, a few free ports only being open to Foreign shipping—From the 1st January, 1826, the privilege of trading with Foreign nations was greatly extended, and all kinds of merchandise admitted into the free ports of the Colonies, (except a few prohibited articles,) but subject to high discriminating duties to be collected by Imperial officers, in addition to the ordinary Colonial revenues. These Imperial duties were from time to time gradually relaxed till the year 1846, when the first Minister of the Crown announced his intention of repealing all discriminating duties in the Colonies, thus opening their markets to foreigners on the same terms as they could obtain supplies from the Parent State, or her Colonial Possessions. This important concession was granted the following year, but it has never been sufficiently appreciated by foreigners, owing probably to the fact that Great Britain having previously opened her own extensive market for the free admission of foreign corn, and many other leading articles, the privilege of free admission to her Colonies was deemed comparatively of little value.

As a natural result of the altered policy of Great Britain, as well as of their Geographical position, the trade between the North American Colonies and the United States has increased, while that with the British West Indies (except with the Island of Jamaica) has materially declined.

Your committee are prepared to shew that this trade is susceptible of a much greater increase if placed on a footing of mutual advantage to the inhabitants of both countries. To accomplish this end it is of the first importance that all the North American Colonies should act in unison, and instead of sending to Washington at different times, gentlemen deputed by different bodies to urge their respective claims on Members of Congress as well as on the Executive department, your committee suggest that a joint application be made to the British Government soliciting the exercise of its powerful influence in obtaining an object of such vital interest to these Provinces.

Your committee believe that this question may be submitted to Her Majesty's Ministers in a light which will demonstrate clearly its national importance and the just claims of these Colonies to have their commercial intercourse with the United States regulated by principles of reciprocity and mutual benefit.

The advancement of the North American Province depends upon the prosperity of their agricultural, commercial, and fishing interests, and the development of their mineral wealth. For these we ask the British government to secure for us reciprocal advantages in our trade with the United States, in return for the great boon she has conferred upon the latter nation, by opening her own ports for the free admission of, Grain, Flour, and Meal of all kinds, Pork, Beef Lard, Sperm and Whale Oil, and many other articles, besides reducing the duties on Rice, Cheese, Butter, and other goods, of which the United States to Great Britain has been largely increased. For the supply of all these articles Great Britain is entirely *independent* of the United States, and she is consequently in a position to make such terms with the government of that country as her Imperial and Colonial interests may require.

Your Committee would now briefly glance at the leading exports of the North American Colonies and the terms on which they are admitted into the Markets of the United States. Similar Goods, but in much greater quantity and value, are exported from the United States to Great Britain, where they are either free or subject to trifling duties, as will be seen by the rates in the following opposite columns:—

	Tariff of U. States	Tariff of Great Britain.
Ashes, - - - ad val	20p c	6d ⅌ cwt.
Grain of all kinds, -	20p c	1s ⅌ quarter.
Flour and Meal, do.	20p c	1s ⅌ barrel.
Timber,* Squared, -	20p c	15s ⅌ load.
Deals, Boards & Scant.	20p c	20s ⅌ load.
Staves, -	20p c	15s ⅌ load.
Fire Wood, - -	20p c	6s ⅌ cord.
Wood—*manufactured*	30p c	4d ⅌ cubic feet.
Furs & Skins, Dressed,	20p c	Free.
" Undressed,	10p c	Free.
Fish, Dried and Pickled	20p c	1s ⅌ cwt.
Fish Oils, - - -	20p c	Free.
Horses, Horned Cattle,	20p c	
and other Live Stock,	20p c	Free.
Pork, Beef, bacon, Lard	20p c	Free.
Hams, - -	20p c	7s Stg. ⅌ cwt.
Butter, - - -	20p c	10s Stg. ⅌ cwt.
Tallow, - - -	20p c	1s. 6d. stg. ⅌ cwt.
Cheese, - - -	30p c	5s ⅌ cwt.
Potatoes, - - -	20p c	Free.
Wool, - - -	30p c	Free.
Coals, - - -	30p c	Free.
Pig Iron, - - -	30p c	Free.
Lime, - - -	10p c	Free.
Raw Hides & Skins,	5p c	Free.
Grind Stones, - -	5p c	Free.
Plaister Paris, -	free	Free.
Do. Ground -	20p c	Free.

Foreign built vessels prohibited in the United States—Free in Great Britain.

Besides the contrast exhibited by the tariffs of the two nations, it is to be remembered that all the Manufactures of the United States, as well as the products of its soil and fisheries, are admitted into the North American and West India Colonies on the same terms as the manufactures and produce of the United Kingdom.

CANADA, whose Agricultural districts are far from the Sea-board, cannot send her Grain and Flour to Great Britain on equal terms with the United State, Freight and Insurance being much higher. If brought to the American side of the St. Lawrence for sale, they are met with a duty of

Britain is not less than 10 per cent., and the Canada farmer this receives at least 2s. stg. per barrel less for his Flour than his American neighbor. The preparation of squared timber and lumber employs a very large proportion of the population CANADA and NEW-BRUNSWICK. Of these articles the United States requires a large quantity for their consumption, but being subject to a duty of 20 per cent. the sale is greatly restricted. In our West India Markets, Lumber from Maine, and Staves from Carolina and Virginia meet on equal terms with similar articles from Canada and the Lower Provinces.

Under her present onerous tariff, the United States excludes all the Agricultural produce of NOVA SCOTIA, except potatoes. Remove these duties, and we can also send them live stock, wool, beef, butter, cheese, oats, and increased supplies of potatoes and other roots.

PRINCE EDWARD ISLAND, too, would find an advantageous market in the United States for the surplus of Agricultural produce. The staple article of NOVA SCOTIA and NEWFOUNDLAND is the produce of their Fisheries. Of this valuable branch of our trade, only Mackerel and Salmon, with a few Herring, are consumed in the United States, the duty of 20 per cent. being a virtual prohibition—if free, or subject only to a small duty, the consumption in that country would be largely increased, and even this would not be more than an equivalent for the free admission of American Sperm and Whale Oil into the United Kingdom.

Coal and Iron abound in Nova Scotia, and the former is already exported largely, although subject to the enormous duty of 30 per cent.

Ship building is another most important branch of industry in all the British North American Provinces and Prince Edward Island. The recent measure of the British Parliament by which her old Navigation Laws have been swept away, and a new code substituted for them, has been watched with much interest. As this measure contains a clause under which Her Majesty's Government are empowered to confine its operation to nations which may reciprocate its liberal provisions, your Committee will merely point out the privileges conferred by the new act on foreign shipping, and extent to which they have been responded to by the Government of the United States. Great Britain allows foreign ships to import the produce of all nations, without confining them to the produce of their own country as heretofore. The United States do the same. Great Britain also allows foreign ships to bring to her markets the produce of her possessions in the East and West Indies, and the North American Colonies, and further to participate in the inter-colonial trade throughout her widely extended empire. On the contrary, the United States do NOT permit British vessels to trade between her Atlantic Ports and California, which in all respects corresponds with the privileges conceded to them in the Colonial trade of Great Britain, nor do they admit foreign ships to register in the United States, in accordance with a similar provision in the British Act.

Your Committee would now beg to submit in contrast the *amount* of Exports from the United States, from and to the North American Colonies, for the twelve months ending 30th June, 1849:—

EXPORTS FROM THE UNITED STATES TO	
England, Domestic Produce,	$69,161,992
Scotland, ditto	3,549,960
Ireland, ditto	3,916,342
Total to the United Kingdom,	$76,628,293
IMPORTS INTO THE UNITED STATES FROM	
Canada, Foreign and Domestic Produce,	$1,481,082
British North American Colonies, do.	1,345,798
Total Imports,	$2,826,880
EXPORTS FROM THE UNITED STATES TO	
Canada, Domestic Produce,	$2,320,323
Foreign,	1,914,410
Brit. N. A. Colonies, Domestic,	3,611,783
Foreign,	257,760
Total Exports,	$8,104,267
Exports exceed Imports,	$5,277,387

Your Committee have not at hand materials for furnishing seperately the amount of articles named in the comparative table of duties, and which have formed a large proportion of the increase of exports since 1846, but making a most liberal allowance for Cotton, Tobacco, and other articles not embraced in the table, the additional trade resulting from the repeal of duties on Corn and Provisions, is one of immeasurable value to the United States.

Looking next at the comparative amount of trade between the United States, and the North American Colonies, it will be seen that the balance against the latter is as nearly three to one—very decisive evidence of the advantages enjoyed by the United States, even if we had not the table of duties to refer to. It further appears by reference to the same tables from which the foregoing are taken, that the exports from the United States to the North American Colonies, insignificant as they appear compared with the amount she sends to Great Britain, are much more than she exports to any other foreign country except France.

To show how carefully the United States government watches over its commercial interests, and the importance it has ever attached to the Colonial trade, your committee would advert to the anxiety manifested by various rulers of that Nation to obtain a participation in the West India trade on their own terms, having demanded in several successive negotiations that Great Britain should admit the products of the United States into the West India Markets on the same terms as similar articles were imported from the North American Colonies. Although an arrangement was subsequently concluded without embracing this unreasonable pretension, the American government continued to complain of the existing state of the trade, and so late as the year 1842, the Committee of Foreign Relations in the House of Representatives, presented a Report, from which the following passages are extracted:—

1st. "That it is the policy and desire of the United States to observe in the regulation of the commercial intercourse between the United States and other countries, principles of equity, reciprocity, fair competition, and mutual advantage to both parties."

2nd. "That the existing arrangements regulating the commerce between the United States and the British Colonies in the West Indies, and on the Continent of America are unequal, unjust, and injurious to the interests of the United States."

These demands were not satisfied until Great Britain had spontaneously conceded everything by her Free Trade policy, in 1846, and now when "reciprocity and fair competition" are asked for by the colonies, we are told that we have nothing to give in exchange. The American opponents of reciprocity insist that the free navigation of the St. Lawrence should be claimed by their government as a *right*, and ought not to be received as an equivalent for free imports. On the same principle we contend that the privilege desired by the Americans of fishing in our harbors should not be granted on any terms, their fishing rights having been long since settled by treaty, and Great Britain having already granted more than an equivalent for the exemptions from duty now sought for by the Colonies.

From the recent failure by Mr. Hincks' mission, it may now be assumed to be the settled policy of the United States to refuse reciprocal free trade to Canada, and there is reason to believe this course is pursued on political as well as commercial grounds, seeing that General Scott, a candidate for the high office of President of the United States, sets forth as a claim for public support his advocacy of the annexation of Canada to the Union.

Mr. Jefferson, in his able report on the commercial policy of the United States, recommends mutual arrangements with Foreign Nations for an exchange of surplus products, on equal terms, but

ing duties and restrictions. His words are: "free commerce and navigation are not to be given for restrictions and vexations, nor are they likely to produce a relaxation of them."

Your Committee do not advocate the imposition of high retaliatory duties on imports into the Colonies. Measures of this kind can only be adopted safely when the Nations at issue meet on equal terms. Jamaica imposes high duties on Flour and Pork, which she receives almost exclusively from the United States; the price to the consumer is enhanced, and the value in American Markets is not affected by them. But should Great Britain be compelled to impose high duties on the same articles, their value in the United States would immediately decline, while prices in England would not be increased, because she can obtain abundant supplies from her own Colonies, and from other Foreign Countries, if she needs them. In one case the consumer pays the duty, and in the other the exporting nation would pay it.

When compared with the United States, the Colonies are weak and they are strong, but our commercial interests are the commercial interests of Great Britain in right of our connection with her, and to her appertains the duty and responsibility of protecting them. We are placed in the situation complained of (without just cause) by the American Congress in 1842. Import duties are imposed by the Unnited States for the avowed purpose of preventing the products of our industry from interfering with her own in her markets. Great Britain on the other hand opens her markets freely to American Citizens, depriving her Colonial subjects of the protection they had heretofore enjoyed and which their American neighbours continue to enjoy in *their home* market.

The existing arrangements are thus "unequal, unjust, and injurious to the interests" of the North American Colonies. The United States have an undoubted right to impose duties. Great Britain has an equal right to withhold priviliges, and it is her duty to withhold them if our claims to reciprocal free trade are not recognised.

The injustice to which the Colonies are subjected by the opposing principles of commercial policy prevailing in the Mother Country and the United States is too glaring to remain long unredressed. The United States Government cannot, on the principles it maintained throughout the West India controversy refuse to admit our natural products into their markets on terms of "reciprocity, fair competition, and mutual advantage." And the British Government cannot longer decline interfering effectually in our behalf without compromising her dignity and risking the affectionate attachment of her Colonial subjects.

Your committee believe that the commercial interests of Great Britain on this continent are of sufficient magnitude to entitle them to her special care, and they would therefore hope that energetic measures will be adopted by all the North American Provinces to urge this important subject on the consideration of Her Majesty's Ministers. In closing this report they beg to express their opinion that the commercial interests of her Majesty's Possessions would be greatly promoted by their union under one Central Government.

All which is respectfully submitted.

DAVID ALLISON,
WILLIAM MURDOCH,
WILLIAM LAWSON,
BENJ. WIER.

*Squared Timber, Deals, &c., not exported from the United States to Great Britain, except a limited quantity of Pitch Pine.

The Chronicle.

SAINT JOHN, APRIL 4, 1851.

CIVIC ELECTIONS.

Tuesday last being the day appointed by Charter for the Election of Civic Officers, the inhabitants of the City repaired at the respective time and places for the purpose of exercising their franchise. The two lower Wards, (Rotten Boroughs,) were opened and closed simultaneously, no opposition being offered.

In Queen's Ward, Mr. J. W. CUDLIP contested with W. O. SMITH, Esq., in the Election for the office of Alderman, while Mr. J. LORDLY tried tilts with Mr. G. V. NOWLIN; the result was that both the opponents retired early in the afternoon, leaving the old incumbents in possession of the field.

King's Ward seemed to be the scene of attraction, no less than seven parties having taken the field. Two for Aldermen, Messrs. Fairweather and Needham, and five for Councillors, Messrs. Hatheway, Hooper, Mercer, Harding, and his Worship the Mayor; (Mr. Mercer retired the day previous.) Mr. Needham opened the ball to a pretty numerous audience. The little man seemed rather embarrassed, and was by no means as successful as usual in producing "the loud laugh which bespeaks the vacant mind."—He complained that he had not been treated with due courtesy in the House of Assembly, that he had been three times on his marrow bones in one week (here he held up his knee and patted it,) altho' he only made the mistake of pencil cases, instead of knives. He begged earnestly that his freinds would not forsake him on this occasion, as how would the Members of the House chuckle if he did not gain his Election! He gave them to understand that his success was with him a matter of life and death, and begged as earnestly as a starving man would have begged for a morsel of bread, that they would come up and vote for "little Bill." In reference to the flogging so boastfully promised, he took the opportunity of saying, that the party he had accused as the writer had denied it, and as he could not prove he was the person, he was, as a matter of course, obliged to forego the lashing he had prepared for him. This part of the declaration fell very flat on the ears of his expecting audience, who had doubtless made up their minds for a rich treat of severity, and as Mister Billy left this question in *designed* obscurity, it may not be amiss that we illuminate that which is dark. The facts of the case are these: that certain articles signed PENCIL, pointing out a few of the most prominent iniquities of the Civic Legislative little *worthy*, appeared in the Chronicle; that Needham and his abettors in this City, without any reason for their conclusions, immediately fixed it on Mr. Hooper, simply because he spends a part of his time and takes some little interest in the Chronicle Office. Mr. Hooper, who really was not the author of the (to them) offensive articles, and declining to shine in borrowed plumes, would not assume the credit of them. All this did not satisfy Needham and his friends, they still persisted, hence the flourish in his Card of announcement, and which all the respectable papers refused to publish; Mr. Hooper, intending to appear at the Hustings, and anticipating a pretty liberal amount of abuse for which Needham has made himself so notorious, had prepared a list of facts and figures relative to the little Editors Pecculiities, with an intention of throwing him up, and some of his friends being in possession of that fact, advised him to make the best excuse he could for the non-performance of his promise, as the likeliest way to escape "catching a tartar?" Mr. Durant and Captain Reed showed not in the business, neither to the right nor to the left; and albeit whatever difficulty might stand in the way of finding the writer of the article, none whatever existed as to the publisher,—yet such was the potency of the dose prepared, that it had the effect of silencing this otherwise vain glorious specimen of humanity.

In addressing the Electors, J. FAIRWEATHER, Esq., followed Mr. Needham, and briefly adverted to the very long time he had served as Assistant and Councilor, and named some of the Reform movements brought about and advocated by him, and thought after such services he was entitled to the promotion he then sought.

His Worship shortly told his audience that he wished a seat at the board, as it would render him eligible for the Mayoralty, and that if elected he would do his duty faithfully.

very good things relative to reform, but having in his composition a certain portion of the Prometheon, he became poetical and figurative, and soared quite out of the region of our comprehension.

Mr. Hooper did not take the range that was his wont on such occasions, but in a concise way pointed to the renting of the Carleton flats, now producing a large Revenue, as one of his projecting, and showed that when he first took his seat at the Council Board seventeen years since, the whole of the Ferries rented for £20 per annum, and that during the past week the receipts from the same source had rented for over £2,000; he claimed the credit of being the first to advocate at the Council Board the establishment of a Steam Ferry, the McAdamizing the Streets, the Inspection of Flour, and finished with stating that he had propounded a plan for cleaning Streets and making available non-productive Corporate properties, to the amount of some thousands of pounds annually, and which he would bring forward should he be elected.

The finale of the oration was delivered by Mr. Harding, in a very chaste and appropriate manner. The Candidates having retired from the "*Block*" to which they had all been brought, their place was resumed by the renowned BARNEY, who in his usual happy style drew a bow at the follies and iniquities not only of the Corporate Body, but public men generally. His Worship the Mayor and Mr. Hooper retired early from the field, while the contest hung long and doubtful between the occupying belligerents, and ended in the success of Needham as Alderman, and Harding as Councillor.

On the Western side of the Harbor the contest in both Wards, both for Aldermen and Councillors, was nearly neck and neck all day, and when the closing hour came, small majorities proclaimed J. C. Littlehale, Esq., Alderman, and Mr. J. Thomson, Councillor, for Guys; and Mr. Joseph Beattie, Alderman, and Mr. Joseph Coram, Councillor, for Brooks, and thus ended the eventful day.

RAILROAD FROM HALIFAX TO QUEBEC.—It would appear that Despatches from Earl Grey to His Excellency, relating to the above named Railroad, have a few days since been laid before the Legislature for their consideration; the conditions of which are, that the British Government will furnish the money to build the Road, provided the Province will guarantee the eventual payment, by imposing permanent duties on the people for that purpose, over and above the £14,500 already secured to them as Civil List, and that the whole shall be placed under the Superintendence of Government Officers. This is, we sincerely hope and trust, the last piece of mockery with which we are to be inflicted from that stupid block of Nobility, Earl Grey. Do not the good folks of this Province see in this, as well as in a thousand other instances, that this is another piece of Whig vacillation? Is it to be supposed that his Lordship has not been advised long since that by the time his very *gracious* offer came to hand, our whole available Provincial resources would be pledged for the construction of the British North American Railroad, and that however much we might have been inclined to have closed with him, it would be quite out of our power so to do. Or does his Lordship suppose that the people of this Province, provided they had been perfectly otherwise disengaged, would have accepted such terms as he offers? If such be his views of British North Americans, it is not much to be wondered at that he has made such egredious blunders in Legislating for them. Under control of Government officers, and these, too, under Whig patronage, truly we should have been placed in an unenviable situation. A Road built by Government at *any* cost, conduced by Government officers at *any* Salaries, and every item of the material and machinery imported at *any* price, and the whole country bound neck and heels with a PERMANENT TAX to maintain a host of Government locusts to lord it over us with the proud mans contumely, fed by the Province, but perfectly irresponsible to its authorities. We repeat, that we sincerely trust it is the last opportunity that will be afforded his Lordship of mocking the people of British North America. He little understands the spirit of opposition and disgust his pertinacious meddling with Colonial policy has evoked on this side the water. In short, to speak of the proposal of Lord Grey as to the Halifax and Quebec Railroad, we can find no more appropriate term with which to designate it, than that of a spacious HUMBUG. Had Lord Grey and the Whig Government really been in earnest in the matter, the best possible way of shewing it would have been to have given a sum of money equal to the expence of building a good Military Road, and to have the privilege of the transit of Troops and Munitions of War at all times. Such an arrangement, with a liberal grant of Provincial lands, would have been an inducement sufficiently great to attract Capitalists to form a Company for the immediate completion of the great project.

WOODEN RAIL ROADS.—We again refer to this subject, as being all important to this Province at this particular juncture. It must be quite apparent to our business men, that under existing circumstance, there is no improvement in which our people could so profitably and advantageously engage, as the making of a cheap RAIL ROAD across the Isthmus from the *Bend* to *Shediac*. It would open up for us an entire new field for operation. The whole of the Trade from the Gulph shore, Prince Edwards Island, and Newfoundland, now monopolized by Halifax, would be secured to this City. The trade from Canada West would also flow to us through a new and shorter route, and (better yet,) through British Territory. It may not be generally known that what we have been in the habit of receiving through the United States in Canadian flour, has been little short than the refuse of the American Market, while by the way of Shediac we should be enabled to foil the ingenuity of the wily Yankee in that particular, obtain a better article for the money, and secure the carrying trade entire, to our own people. We stated in a former number, that a WOODEN RAIL would for the present fully answer all purposes, and that the outlay would not be less, as at a future time should it be deemed necessary to replace it with an Iron one, the work expended on the Wooden One would be so much of the business done. We also stated that no Engineering difficulties presented themselves on the contemplated route, and that any man who could frame a house could construct the superstruction of a WOODEN RAIL or TRAM ROAD.—In reference to the value of the work we set it at something below £2,000 a mile, while it will be seen that in Canada it cost [illegible] a mile, (the machinery of course not included) and finished, at *one quarter of the price*, as will be shown by the following abstract from a Canadian paper:—

"The contract for the Rail Road from the village of Industry to the Township of Rawdon, a distance of ten miles, has been taken by Mr. Edward Scallet, for £6050, or £600 a mile. This road is in continuation of the ten mile from the St. Lawrence to Industry, and will open up an excellent agricultural country.

The Contractor makes the road, and provides all materials, except iron, for £800 a mile. If other companies could make their roads at the same rate, they would soon extend their lines from Quebec to Lake Huron.

☞ The article below on the comparative efficiency of Ocean Steaming, must we think convince brother Jonathan, that a frog, however it may puff itself up, cannot obtain the size of the ox:

The Cunards have knocked the wind out of the Collins line. Mr. Collins of the New York and Liverpool Steam Ship line, had memorialized Congress for an increase of compensation to the American steamers, stating, that if such increase be not granted he will be compelled to relinquish the superiority to the British vessels, and urging that steam boat opposition is a national concern and should be supported at whatever cost. Now when we consider that the present government compensation amounts to 4000£ per voyage to the Collins line, and £3300 to the Cunard line, it forms a striking comment on the puffs magnificent which have filled the American papers on their wonderful steamers. They have discovered that John Bull is not to be beat so "tarnation easy" after all. The vapouring New York journals look rather down in the mouth, at seeing their champion flat on his back and crying enough—If they had not bragged so much we could have pitied them more. May they apply the lesson to greater matters than a steamboat competition—they would profit by it.—*Niagara Mail.*

THE FINE ARTS.—It has been suggested to us, since the lecture of R. Parker, Esquire, on the "*fine Arts*," that in order to foster and encourage those in this community whose tastes lead in that direction to establish a gallery for that purpose, where those who have specimens of their ability, or may feel inclined to set about producing them, may have an opportunity of exhibiting their productions. Saint Stephens Hall now unoccupied might be obtained as a temporary deposit, when should it be found that we are further advanced in the Arts than is generally supposed, a proper and appropriate plan might be obtained. We feel pretty well assured that a much greater amount of talent in that department exists in this City, than we get credit for. And may not the words of the poet, from want of an opportunity being afforded, embody the true state of things in this City.

"Full many a gem of purest ray serene
"The dark unfathomed caves of ocean bear,
"Full many a flower is born to blush unseen
"And waste its fragrance in the desert air."

It would afford us much pleasure to hear that the lovers of fine Arts had determined to set about the good work in earnest and without delay.

☞ The statement made by Mr. Fenety in his report of Needham's Speech at the Hustings is *utterly untrue*, nor can we be induced to believe it to have been accidental. We allude to that part where speaking of the parties he intend to castigate, he says—"since his return to town he received explanations (apologies) from the parties who slandered him." It is a little strange that all the other papers give an entire different version of the remark. The words spoken by Needham were those—"that the party he suspected as the writer of PUNCH, had denied being its author, and that as he could not prove that he had written the letters he of course could not attack him."—We put it to the candid reader, does not Mr. Fenety's gratuitously adding the word (apologies) look very much like the enjoyment in a little mind of a bit of malice. For a true version of the case, we refer our readers to the article in this impression, head Civic Elections.

Good manners gentlemen if you please.—We have heard it complained of, that on the arrival of the Steamer *Admiral*, a complete rush of people of all descriptions take place, very much to the annoyance of the officers and passengers. We really hope that none but such as have business on board, will in future intrude; as should the present ill-mannered practice be followed up, it will leave room for our American neighbours to set us down as barbarians or wild men of the woods.

THE WEATHER.—One of the coldest, most stormy and unpleasant winters that we ever remember is now about to pass away, and altho' ice in some of our streets still remain, yet the weather this morning is truly beautiful. The genial glow of the sun appears to have resuscitated all things animate and inanimate. Our river is fast breaking up—"the time of the singing of the birds is come, and the voice of the turtle is heard in our land."

FIRE COMPANY, No. 1.—Yesterday the *Corporate Body* met by appointment—the young men composing this Company, for the purpose of delivering up the key, and handing over the Building and Engine to their charge. The Company had prepared a sumptuous feast for themselves and their guests on the occasion. The Body with a considerable number of persons from other Fire Companies, paraded the town in full uniform, preceded by a Band of Music, when they proceeded to the Engine House and spent the [illegible] hilarity and good order. We have [illegible] in stating that the Building, with the [illegible] which it stands, is the gift of D. [illegible] LAWORLEY, who had it erected for [illegible] purpose. We understand that speeches were delivered on the occasion by [illegible] Esq., His Worship the Mayor, and [illegible] the Engine, to whom the Key was [illegible] signed.

☞ The £2,000 expected from the [illegible] for the erection of a Wharf at [illegible] accompanying Steamers has been lost to the [illegible] consequence as we understand of [illegible] mation. We trust as the matter is to the [illegible] of vast importance, that it will yet be [illegible] and the grant be complied with.

SUSPENSION BRIDGE.—The Suspension Bridge over the Niagara river, at Lewiston, was formally opened on Wednesday the 26th inst. The chief engineer and lady, together with the members of the counties of Lincoln and Welland, were the first to cross the bridge from the Canada to the American side of the river.—There are [illegible] elegant structures within the miles of each other, connecting us with wise cousins to our Canadian neighbors.—*Boston Atlas.*

SAIL BUILDING.—Do[illegible] a number of large ve[illegible] the last in market ha[illegible] the present week, nam[illegible] ams, 420 tons, built at [illegible] $20,000; and the shi[illegible] built at Robbinston, s[illegible] 000.

These vessels must [illegible] than the cost of constr[illegible] were built more sligh[illegible] have ever seen. A fir[illegible] ship cannot be built, [illegible] have prevailed for sev[illegible] ber and labor, at less [illegible] can the Maine and Brit[illegible] ships, though construct[illegible] and planked with pine [illegible] $50 a ton.

Had it not been for [illegible] in freights, which has [illegible] unusual and unexpect[illegible] tish ships, ship buildin[illegible] excessively dull the p[illegible] the market value of s[illegible] ated.

We are at a loss to [illegible] sence of British ships [illegible] from our cotton ports [illegible] uary and March, they [illegible] monopolised the bus[illegible] carried three-fourths o[illegible] from Charleston and S[illegible] third of that from N[illegible] *York Paper.*

LEGISLATIVE [illegible]

(*From our own [illegible]*)

HOUSE OF ASSEMBLY, [illegible] Tuesday,

This morning, Mr. G[illegible] School Bill now upon the [illegible] (introduced by the Hon. [illegible] referred to a Select Commi[illegible] seconded the motion. T[illegible] ported by the hon. Secret[illegible] ral, and others, and st[illegible] Messrs. Ritchie, Hanington [illegible] motion was sustained by t[illegible] Ayes—Hon. Messrs. Stree[illegible] low, and Messrs. Barberie, [illegible] liston, Botsford, Stiles, [illegible] Thomson, McPhelim, [illegible] Gilbert, Hayward, Gray [illegible] and Montgomery, Nay[illegible] nington, Johnson, Chap[illegible] Porter, McLeod and Steve[illegible]

The following were appo[illegible] viz: Hon. Atty. General, [illegible] Wilmot, Cutler, Read, Ric[illegible] and Hatheway.

Hon. Secretary laid cert[illegible] the House (of which we g[illegible] relating to

THE HALIFAX & QU[illegible]

Synopsis of a Copy of a [illegible] House to-day, dated March [illegible] dressed from Earl Grey to t[illegible]

1st. His Lordship acqu[illegible] the time is at length come [illegible] tional enterprise may be [illegible] vantage if there still exis[illegible] there does) as strong a de[illegible] the part of the inhabitant[illegible] Brunswick as they former[illegible] the people of Nova Scotia [illegible] expressed."

2nd. Her Majesty's G[illegible] work of so much import[illegible] and the Mother Country t[illegible] is necessary) they are pr[illegible] the pledging of the faith o[illegible] guarantee, the same as w[illegible] Canada Canals.

3rd. Refers to the proba[illegible] lation and resources this [illegible] the Colonies; and lays do[illegible] Colonies ought to assume [illegible] the costs for their own d[illegible] undertaking will enable the [illegible]

4th. Lays down