LITERATURE.

I. "Our Children: or, *Thoughts on the Career of Life*.—By E. Winchester Reynolds."—pp. [illegible] Boston: Phillips, Sampson & Co.—1851.]

The design and intent of this admirable little Volume cannot be better described, than by the following extracts from its Preface:—

"This book is the record of such reflections on the discipline and career of Life, as have been suggested by the facts of History, and the revelations and promises of Christianity. * * * The only apology for the publication which is deemed requisite at this time, may be stated thus:—It is desirable to co[illegible] a work to receive, cheerful and intelligent [illegible] of the idea that this book, in spite of its numerous imperfections, may prove by virtue of the truth it contains, a messenger of good tidings to some weary [illegible], a seasonable word of hope and love to some [illegible], perhaps, a timely note of warning to one just [illegible] himself to the mighty [illegible] of idolatry. This little ship is me to give up my precious thoughts to the precarious result of public opinion. * * * * * The leading peculiarity of the volume is, like the creed of Wordsworth,—

> "That the profession of our faith, however
> Sincere, or disembodied, is only rendered by a Being
> Of infinite benevolence and power,
> Whose Everlasting Purpose embraces
> All accidents, conferring them to good."

In working out this beautiful and philanthropic design, the Reverend Author has arranged his thoughts in a series of Chapters, bearing the following characteristic titles:—1. *The Ideal of Character*.—2. *The Ordeal of Greatness*.—3. *Christianity and Progress*.—4. *Christian Heroism*.—5. *The Lessons of Poverty*.—6. *God in Nature*.—7. *Christian Liberty*.—8. *The Foes of Society*.—9. *The Transformation of Humanity*.—10. *The Supremacy of Beauty*.—11. *Philosophy of Happiness*.—12. *The Lever of Reform*.—13. *Youth and Age*.—14. *Pagan and Christian Models*.—15. *Prophetic Realities*.—16. *The World of the Future*.—Each of these Chapters is a distinct essay on its particular subject; while all form cognate portions of the harmonious whole comprised in the entire Book; and the pleasing arrangement enables the Reader to enjoy its perusal at any moment, and at detached periods; to take it up for a brief reading, and to meditate on each portion as it is read. Our space forbids us to dilate on this charming Volume as we could wish: we can only say, that its design is most beautifully and impressively unfolded out; that it abounds with striking thoughts and elevated ideas; that it is conceived and written in the genuine spirit of Christian Philosophy, benevolence and piety; while its style and phraseology are classically elegant and delightful. In a word, it is a truly *enchanting* book, worthy to be read and reread, pondered and meditated over, again and again; and that it is scarcely possible for any one to rise from its thoughtful perusal, without feeling a degree of soul devotion and symptoms of improvement both in mind and heart.

II. "Margaret: *A Tale of the Real and the Ideal, Blight and Bloom; including sketches of a place not before described, called* Moss Christie."—In Two Volumes.—[Revised Edition.]—By the Author of "*Philip*," and "*Richard Edney and the Governor's Family*."—pp. [illegible].—[Boston:—Phillips, Sampson & Co; 1851.]

Two thick and goodly Volumes, by a peculiar but powerful and interesting writer. Eleven months ago, (See the *Observer*, Dec. 3d, 1850,) we revieved a remarkable book by the same Author, entitled "*Richard Edney and the Governor's Family*;" to which, after candidly pointing out its errors, defects, we gave a meed of strong and honest praise. That work was a graphic record of the struggles, temptations and successes in the world, of a purely-minded young man: *this* is an equally striking and romantic picture, of the mental and spiritual progress, of a *young woman*, from infancy to mature years; not only of the outward vicissitudes and incidents of ordinary life, but also of the remarkable growth and advancement of the inner life, the progress of the mind, the spirit and the soul, under circumstances of extraordinary peculiarity. The scene is placed in the wild interior of New England, at the period immediately succeeding the close of the Revolutionary War; in a state of society necessarily rough, simple and primitive, and labouring under the manifold disadvantages of the era and locality. The minute circumstances of Margaret's birth, real parentage, early disadvantages and subsequent progress, can only be learnt by a perusal of the work itself; and altho' its commencement may appear rather rough and uncouth, yet we can assure those who may undertake it, that they will be more and more charmed the farther they advance; and that they will soon discover *Margaret* to be a most fascinating and delightful creature, and the record of her life-struggles and spirit-teachings a truly interesting, instructive and improving theme. The faults of verbosity and minuteness of description, with which we charged "*Richard Edney*," are in some degree, (tho' not wholly,) corrected in this *revised* Edition of "*Margaret*," but in this respect, it is but fair to allow the Author to plead his own excuse, which he manfully does in his *Preface*, in reply to similar criticisms. He tells us, that "'*Margaret*' was never designed for Railroads; it might, peradventure suit a Canal-boat. Rather is it like an old-fashioned ride on horseback, where one may be supposed to enjoy it sure for climbing hills, and to possess curiosity for the trifles of the way. * * * The book was written for the love of the thing, and each item has been introduced with a love of it. Every bird has been watched, every flower pursued, every footpath traversed. * * * 'Margaret' is a Tale not of outward movement, but of internal development."—The main plot of the book developes itself in showing how Margaret, while she grew up from infancy in or near to a religious and civilized community, remained in a great degree unacquainted with religious ideas or impressions, altho' accidentally obtaining much secular lore, and by what extraneous means or Providential course of events, those ideas and impressions were gradually acquired and beautifully matured. This task the author has admirably worked out; his characters are strikingly and naturally drawn; his scenery exquisitely depicted; his incidents sufficiently numerous, striking and attractive; while his whole work breathes so beautiful a spirit of philanthropy, beneficence and true piety, as strongly to recommend it to general perusal. "*Margaret*" is indeed an excellent family book, worthy of being placed in the hands of all ages and sexes, and calculated materially to benefit the mind and heart of all its readers.

III. "Sketches of Boston, *past and present, and of some few places in its vicinity.—With one hundred and twenty engravings*" pp. 352.—[Boston: Phillips, Sampson & Co.; and Crosby & Nichols. 1851.]

A most useful and interesting little Manual, very neatly printed and got up and exactly fitted for the pocket. This unpretending, but beautiful little volume, contains an immense amount of highly interesting and useful information, historical, descriptive and statistical, relating to the City of Boston and its vicinity in general, and to all its public buildings and institutions, places and objects of interest in particular; the whole being embellished with neat little views of 120 of the most prominent edifices and places.—The Book is a perfect *vade mecum* for Travellers, and will become an indispensable companion for every stranger visiting Boston in future.

[The above Works are on sale by Messrs. McMillan, at the Phœnix House, in this City. B.

☞ "Carlyle: Life of Sterling" shall be reviewed next week.

THE QUEEN'S VISIT TO LANCASHIRE.

Queen Victoria and the Royal family on their return from their visit in Scotland, had just completed their long projected visit to Lancashire, and had been received with great parade and popular enthusiasm, particularly in Liverpool and Manchester. The royal party returned to London from Worsley Park, the seat of the Earl of Ellesmere, near Manchester, on the 11th. We can give but a brief account of the splendid receptions which were given at Liverpool on the 9th, and at Manchester on the 10th. The Royal party left Balmoral on the morning of the 7th, and drove in a severe storm of rain to the railway station of the Aberdeen and Perth railway at Stonehaven, where they arrived at ½ past 1 o'clock. Thence after partaking of a luncheon they proceeded in a royal carriage and train which had been sent by the North Western railway, to Perth, and thence by Stirling to the junction with the Edinburgh and Glasgow railway. After having entered upon this railway while proceeding at the rate of 30 miles an hour the engine was suddenly enveloped in steam, and soon lost its power, in consequence of an accident to one of the boiler pipes. The train consequently came to a stand and was detained an hour and a half, so that the party did not arrive at Edinburgh until 8 o'clock. The Queen was there received by the Sheriff of the county and other dignitaries, and escorted to Holyrood Palace.

At 8 o'clock on the following morning, the royal party proceeded by the Caledonia railway, by way of Carlisle, Penrith, Lancaster and Preston, to Liverpool, where they arrived at half-past 4, P. M., and proceeded immediately to Croxteth Hall, the residence of the Earl of Sefton.

On the 9th, the Queen, royal family and attendants, visited Liverpool. Among the ceremonials were an excursion on the river, for taking a view of the harbor, shipping, docks, &c., and a reception, luncheon and ball at the Town Hall. The reception of the Queen everywhere was enthusiastic, and the show imposing, but its splendor was much impaired by the discomforts of a rainy day.

The Queen, on entering the boundary of the city, was hailed by the cheers of the multitude in ten thousand voices, but as the rain still continued, her Majesty and the Prince could only acknowledge their loyalty by bowing at the open window of the carriage as they passed on. The display along the line of procession was exceedingly grand. Several addresses were presented and were received very graciously by her Majesty, whose manner was extremely graceful and affable. The Sovereign similarly expressed her sorrow that the day was so unfavorable—not for her own sake, but for the sake of the crowd who had to endure such uncomfortable weather. The quays were lined with spectators, under a canopy of umbrellas. The roofs of the houses were filled with men and women, and the windows had a display of beauty and fashion, the like of which Liverpool never presented before.

On the 10th, the day being pleasant, the Queen and Prince Albert left Worsley Hall at 10 o'clock precisely, accompanied by the royal children and the Earl of Ellesmere, together with the Duke of Wellington, Earl Grey, Lord Carlisle, and other distinguished personages of her suite. Passing through Irlams and Pendleton, each of which places contributed its thousands of anxious and loyal spectators, she arrived at Peel Park, where she was met by Thomas Agnew, Esq., the mayor, with the Aldermen and burgesses, and beheld one of the most imposing sights that has ever been presented to her view. This was the assemblage of no less than eighty thousand children belonging to the Salford schools; who, previously well trained in large detachments, simultaneously struck up the national anthem as the Queen approached. The Queen and Prince were well pleased with the scene; and the mayor, on behalf of the corporation of Salford, presented addresses to her Majesty and Prince Albert.

The royal party then proceeded, and on their arrival at Victoria Bridge, the Mayor of Manchester, John Potter, Esq., in his robes of office, and accompanied by the town-clerk, was in waiting in his state carriage, whence he alighted as the Queen reached the boundary of the borough, and presented to her a handsome bouquet. The cavalcade then proceeded across Victoria Bridge and through several streets to the Exchange, where the royal party and their suite alighted, in presence of 3,000 of the principal inhabitants of the borough, of both sexes, most elegantly dressed, who had assembled to welcome the Queen. A superb throne had been fitted for the occasion, to which the Queen was conducted, and when she had taken her seat, the Mayor, Recorder, Town clerk, and other officers of the corporation approached and presented an address which was read by the Recorder. To this address the Queen made a very gracious reply. An address was then presented to Prince Albert, which was read. The Mayor was then commanded to approach the throne, and having knelt, her Majesty slightly touched his shoulder with the sword of state, and commanded him to rise "Sir John Potter."

After partaking of refreshments the royal party returned to Worsley by a different route from that by which they came. In both towns great preparations were successfully made to give an imposing effect to the various processions and receptions.

Her Majesty, Prince Albert, and family, proceeded in three carriages and tour from Watford station to Windsor Castle on Saturday evening.

THE GREAT EXHIBITION.

The Great Exhibition was finally closed to the public on Saturday, and, like many of the unfulfilled expectations that have been entertained of it during its history, the numbers were by no means so large as was anticipated. The doors were opened at nine o'clock. The force of the current of visitors on that day may be estimated from the following table of the arrivals in each hour:—At ten o'clock, 4790 persons had entered; at eleven o'clock, 11,707 persons; at twelve, 19,237; at one, 27,311; at two, 34,841; at three, 42,870; and up to the final close, 53,061.

THE FINAL CLOSING ON WEDNESDAY.

On Wednesday, October 15th, the weather was wretched, it having rained heavily all the morning. The approaches to the building were consequently, as usual, a sheet of mud, causing much discomfiture to pedestrian visitors. The gates were opened at ten o'clock, and it is supposed that 39,000 to 40,000 persons were present. A raised platform was erected on the site of the crystal fountain, with the Indian ivory throne, for Prince Albert, who entered at noon, followed by the Bishop of London, the Royal and Foreign Commissioners, and other gentlemen connected with the different departments.

The national anthem was performed by a band and the members of the Sacred Harmonic Society, which was followed by immense cheering. The central avenue presented a very animated appearance, being crowded with elegantly dressed ladies, and every available point for obtaining a view was also densely thronged. At the conclusion of the national anthem, Lord Canning, on behalf of the jurors, read a lengthened report of the proceedings, and presented a list of the names of those exhibitors entitled to rewards, together with the report of the jurors.

Prince Albert thanked the gentlemen of this and other nations who had acted as jurymen, dwelling upon the great difficulty of the task they had to perform, and paying a tribute to their great respectability and high characters. After recapitulating the various motives which had governed the commissioners in awarding the medals, his Royal Highness said that the important discoveries in many branches of science and manufactures required in council a medal to be given, and his Royal Highness explained the principles upon which this much-coveted medal would be granted. His Royal Highness, after thanking the commissioners, said that it was the intention of the commissioners to publish, not only the names of those to whom the jurors have awarded prizes, but also the valuable report which they had prepared on the state of science, art, and manufactures, in the several branches of the Exhibition. The royal commissioners fully appreciated the zeal and talent displayed by those jurors who had accepted the laborious duty of reporters to the jurors, and they doubted not their report will form a most interesting part of the Exhibition, and will afford important materials for ascertaining the progress of human industry at any future time, when another review of its productions, like the present, may be determined on. His Royal Highness once more thanked the jurors, foreign and local commissioners, members of the society of arts, and exhibitors, whose efforts had tended felicitously to the general harmony, which cannot end with the event which produced it; and his Royal Highness concluded by offering a prayer, that the Exhibition, by showing our dependence upon each other, would be a happy means of promoting unity amongst nations, and goodwill amongst the various races of mankind.

The second verse of the national anthem was then sung by the choir, and followed by a prayer of thanksgiving, offered by the Bishop of London. The Hallelujah Chorus concluded the proceedings, as on the occasion of the opening.

The musical arrangements were inadequate to the vast extent of the building. The effect was not striking. Altogether the closing ceremony was far from imposing; but the silence of the spectators, while vainly attempting to catch the voice of the speakers, gave a quiet solemnity to the scene not inappropriate to the occasion.

Prince Albert left the Exhibition shortly before one o'clock, and the visitors gradually dispersed. During the afternoon boardings were being rapidly erected around the different compartments prior to the removal of the goods. At five o'clock, after the gongs and clocks had announced the time for the final close, several hundred persons assembled on the central platform, singing "God save the Queen!" and giving hearty cheers for the Queen, Prince Albert, Mr. Paxton, and Mr. Fox. About half-past five the building was cleared. Mr. Paxton was the very last to retire, having lingered after all the gentlemen connected with the management had left. The building already begins to assume a vacant aspect.

TORONTO, SIMCOE, AND HURON RAILWAY.

We published last week a brief notice of the ceremony of turning the first sod in the construction of this railroad. A full description of the ceremony, with a report of the speeches made on the occasion, having since come to hand, we take the occasion to give some brief extracts from the speeches of Lord Elgin on that occasion. The first extract is from the speech of his Excellency to an address which was made to him, either by the Directors of the Company, or by the city authorities, in which he takes a very sensible view of the arguments in favor of an enterprise like that upon which they were about to commence:

"I am aware that there are persons who apprehend that we have passed in Canada at a bound, from the extreme of caution and apathy, as regards Railway undertakings, to the opposite extreme of rashness, and who think it high time to warn us to beware of the calamities which excessive speculation entailed on England in 1847 and 1848. Such warnings ought not, in my judgment, to be despised; but neither can they be profitably listened to, unless due consideration be at the same time paid to circumstances which render the experience of England in this matter only partially applicable to us. It ought to be remembered, for instance, that when we build railways in this continent, we build them for the use of a population, among whom the genius of travel is developed to an extent wholly unprecedented. It will be admitted, I presume, that John Bull is the most travelling animal to be met with in Europe. But John Bull rarely travels for the sake of travelling. He has almost always before him some object of pleasure or profit at the end of his journey to cheer him on his way; and grumble as he may while he is at home, he is always doubly disposed to grumble when abroad. It is no injustice, however, to our neighbors on the other side of the line, to affirm that they never seem more completely at home than when the power of steam is hurrying them over the surface of the earth, or when they are snatching a hasty meal in expectation of being momentarily summoned to their places in the cars. And, again, it ought to be observed that we carry our lines generally through a country in no part of which has land acquired a full value, while in many it can hardly as yet be said to possess any exchangeable value at all. This circumstance tells in favor of railways in two respects; firstly, by reducing the cost of their construction, and secondly, by rendering them, wherever they are introduced, instrumental in opening up sources of public and private wealth, which are almost, if not altogether, dried up in countries where land has already attained a maximum value. And lastly, to advert to one other consideration only, which is, however, perhaps even more important than either of the preceding, it should not be forgotten that the process of rapid development which is taking place in the district through which any one particular line passes, is likewise in progress throughout vast regions all around, so that the tide of population and production which is destined to flow over and to fill the several channels of communication as they are successively opened, is rising higher and higher on every side of us. Although the counsels of prudence ought most assuredly not be disregarded, it would seem to be in our case the part of true wisdom to look with much confidence to the future, and to take due account of advantages which, although they be prospective, are by no means problematical.

"In all that you state in your address with respect to the dependence of Toronto on the rural districts with which it is connected, and the expediency of enlarging the circle of such districts by means of railways, I most cordially concur. As bearing on this point, I was a good deal struck by an observation lately made in my hearing, by a gentleman whose position enabled him to speak with authority on the subject, to the effect that the farmers of the neighborhood when they bring their wheat to Toronto, often buy city debentures with the money which they get for it.—It appeared to me that from this fact three inferences might legitimately be drawn. Firstly—that the farmers who can do so are not in debt.—Secondly, that they place confidence in the good faith of the corporation.—and, Thirdly, that not only does the merchants' share of the profits of the trade with the rural districts contribute to the prosperity of the city, but that the farmers' share also, not unfrequently, reappears in your handsome public buildings and improvements.—Under those circumstances, who can question the wisdom of multiplying these excellent clients, and binding them more closely to you by a network of railways?"

The other extracts we take from the supper speeches made at the Ball, given in the evening in celebration of the commencement of this enterprise, in which an allusion was made to the prominent ceremony of the day, of which the following is a description:—

At the close of his Excellency's reply, Lady Elgin, assisted by Hon. H. J. Boulton, President of the Rail Road Company, descended from the platform, and the silver spade was presented to her by Mr. De Witt, and the barrow by Mr. Cartwright. A piece of turf being then lifted by her ladyship into the barrow, it was wheeled a short distance by Lord Elgin. There was so much anxiety amongst both ladies and gentlemen to witness this important act, that very few indeed could catch a glimpse, but we understand that the "first turf" was immediately seized by the spectators and carried away in very small fragments indeed.

The celebration was concluded by a ball in the evening. At the supper, in response to the toast, of "The Governal General," proposed by Mr. W. B. Robinson, Lord Elgin said, in allusion to Lady Elgin's part in the ceremonies of the morning—

"He had been very seriously alarmed by the spectacle they had witnessed that morning, as it brought to his recollection the memorable verses—

> 'When Adam delved and Eve span,
> Where was then the gentleman?'

(Laughter and applause.) He could not help thinking that the gentlemen were about to enter on a still more difficult career than they now run, for if the daughters of Eve took up the delving tools, God help the sons of Adam. (Laughter and applause.) There was only one compromise that he could think of—only one way of getting out of the difficulty—'let the ladies give us their hearts, and they are heartily welcome to our spades.' (Cheers and Laughter.) It was one of the directors of the H. S. and Ontario Rail Road Company who had given him that idea, and he should therefore call for full glasses to drink the health of the directors and success of the Railway from Toronto.'"

Mr. Robinson, afterwards, in proposing the toast of "the Countess of Elgin and the ladies of Canada," told the company that what they saw at the Ontario end of the line was nothing compared to the other end. In two years he would show them a lake as big as two Lakes Ontario.

Lord Elgin replied, that the only excuse he could give for Lady Elgin's absence, and he would beg to say that she regretted it very much, was that she had worked very hard in the morning. (Cheers.) He had to add that the Countess intended to preserve, as an heirloom in her family, the very handsome present she had received from the Directors of the Company; (cheers) so that, in days to come, when Toronto is a mighty city, with rail roads spreading out in every direction, her posterity may be reminded that their old grandmother dug the first spadeful of earth that formed the herald to so much prosperity. (Cheers.) Her Ladyship's health was generally associated with that of the Ladies of Canada, but, on this occasion, Mr. Robinson had made an error in adhering to that form, and he thought (in view of what had caused the assembly) he should have proposed "Lady Elgin and the Navvies." (Cheers.) As Mr. Robinson had not done so, he (Lord Elgin) should himself propose the health of these useful men, "The Navvies." (Loud Cheering.)

The Observer.

SAINT JOHN, NOVEMBER 4, 1851.

The Royal Mail steamer Europa arrived at Halifax on Tuesday morning, in about 9½ days from Liverpool, with the English mail of the 18th inst. She had 106 passengers, 12 of whom landed at Halifax. The Europa experienced very rough weather during the passage.

Trade in Manchester was less active, and prices were in favour of buyers.

The rage for emigration is unabated in Ireland. A letter from Cork, published in the Dublin Evening Mail, remarking upon the progress of emigration in the south, states that no less than forty tenants of one noble proprietor had decamped within a fortnight, "carrying off the money realized by the sale of their crops." One agent in the city of Cork has acknowledged the receipt of $1000 in one day from emigrant passengers in chartered vessels.

On Sunday morning, 5th, there was an awful whirlwind in Limerick, which tore up Mr. Greeson's trees, unroofed many dwellings, and nearly killed two men.

The Roman Catholic Defence Association had held its second great meeting in Dublin, but it was attended by few persons of note, and resulted in nothing more than a fresh manifesto.

The Great Exhibition finally closed on the 15th, as previously announced. Prince Albert was present, but not the Queen. Many of the lighter articles had been removed on the second day after the close.—This was prior to the Europa's departure, and London was already wearing a dreary aspect. The awards of the Jurors did not give general satisfaction, and in one instance the Council and Jury came into direct collision. The Jury next day awarded the great medal for piano fortes to Broadwood & Sons. The Council reversed this, and the Jury, including the most eminent musicians of the day, publicly protested against the act of Council as an injustice to Messrs. Broadwood.

Kossuth continued to be expected but had not arrived. It was positively stated he would come to Southampton in the steamer Madrid, which would leave Gibraltar 16th or 17th, and reach Southampton soon after the 20th inst. The Mississippi had reached Gibraltar, and Kossuth's intentions had been learned from himself. His family and the Hungarians who accompany him, formed a party of fifty-seven persons.

The Neapolitan Government has utterly failed in the attempt to refute the charges of disgraceful cruelty brought against them by Mr. Gladstone, and sustained by the whole English press.

The 42nd regiment numbering over 600 rank and file, have embarked at Cork, in the Vulcan steam troop ship, for the Capeof Good Hope.

France.—The Paris Moniteur of the 15th, announced that the President had accepted the resignation of all the ministers. Who would be their successors was only matter of speculation. The correspondent of the Times of the latest date, says,

"Whatever may be the new Cabinet, little doubt is entertained that it will commence its labours by proposing to the assembly a bill for the repeal of the electoral law of the 31st of May. The names of M. Girardin and M. Lamartine are now little, if at all, spoken of in connexion with the Ministerial arrangements. M. Billault, M. Victor Fouche, M. Victor Lefranc, M. Duclerc, and Gen. St. Arnaud are still spoken of. All speculation of the kind, is however, premature."

The correspondent of the Morning Chronicle, of the 16th, says that the President had addressed himself to M. Billault to form a cabinet.

Spain.—American prisoners from Cuba, to the number of 126 had arrived, to undergo their sentence of hard labor in the mines. The Madrid Gazette published a royal decree, conferring the grand cross of the royal and military order of San Ferdinando, the highest military distinction in Spain, on Lieut. Gen. Jose de La Concha, Capt. Gen. of Cuba, as a recompense for the distinguished merit he evinced in the pursuit and extermination of the Pirates who had invaded the Island. The Gazette contains moreover, a long list of favors and recompences granted by the Queen to the persons who distinguished themselves in the defence of Cuba.

Australia.—The recent accounts from the Australian diggings report favorably of progress. Large quantities of gold had been found. There were already four thousand diggers, notwithstanding the inclemency of the season, which was midwinter. The Government exacts from each digger thirty shillings a month, as a license fee, each party getting fifteen yards frontage to the watercourse. Carriage from Sydney to Bathurst had risen from three pence to twenty-five pence per ton. All former occupations were at a stand still. Goods, stores and provisions were doubled in value. Stock keeping interest alarmed, and it was necessary to increase the number and pay of the constabulary. Gold has been found at Bondi, also at Wyn, six miles from Sydney. A great increase of diggers was anticipated when the season opened, and a large influx of emigrants.

The Overland Mails.—Advices from Calcutta are to the 8th Sept. From Bombay to 17th, and from Hong Kong to the 23d August. The Frontier is undisturbed. The Troops in the Punjaub were suffering to an unprecedented extent from fever. Commodore Lusching has resigned the command of the Indian Navy. Dost Mahommed was intriguing for the possession of Kandahar, but Persian troops already occupy Herat. A further outbreak in Malabar of the Noplo Fanatics had occasioned great loss of life.

The Elections.—The Official notices for holding the elections in this City and County have been published All the nominations are to be made on Saturday next; but there will be three separate days for polling the votes, viz: Mr. Ritchie's successor to be chosen on Thursday the 13th Nov.; Mr Simonds' on Friday the 14th, and Mr. Tilley's on Saturday the 15th. The Declaration day for all, on Monday the 17th.

John Johnston, Esq., is the only candidate who has as yet addressed the Electors, whose Card will be found in another column of this paper.

We learn that at the "Protectionist" meeting at St. Stephin's Hall, on Friday evening, a Committee was appointed to select Candidates for their support, which Committee are to make their Report this evening.

The Special Session of the Legislature of Nova Scotia opens to day, when the important question of the Halifax and Quebec Railway will be brought under their consideration. The decision of Nova Scotia on this momentous subject will probably be known in a few days.

American Consular Appointments.—Dr. Charles S. Theal, of Shediac, James M. Wolhaupter, Esq., of Bathurst, and Andrew Barberie, Esq. of Dalhousie, have been appointed Consular Agents of the United States, for the Ports above named.

About twenty-two of the unfortunate wrecked American fishermen, from Prince Edward Island, arrived here on Sunday in the steamer *Pilot*, from Westmoreland, and left this morning in the steamer *Creole* for Portland, returning to their homes.

The Halifax *Colonist* publishes an extract from a letter from C. D. Archibald, Esq., dated London, 17th Oct. 1851. The following is the concluding paragraph:—

"It surprises me that Mr. Howe should complain of what I have done for the European line in New-Brunswick. This is a part of the very line he came to England specially to advocate, and one would suppose that he would rather be glad to know that this part of the undertaking is certain to go on. He ridicules the measure of my assistance, but in the expressive language of commercial phraseology—"We have done the needful," and when he can say as much for any line in Nova Scotia, I shall congratulate him with all my heart."

Amherst, N. S.—A Public Tea Meeting, to commemorate the 25th year of the labours in these Provinces, of the Rev. Alexander Clarke, the first Missionary of the Reformed Presbyterian Church here, was held at this place on Wednesday evening, 15th October. It was the largest and most agreeable meeting that has been held in our midst for many years. Numbers of every denomination, in the lofty spirit of true Christianity, forgetting the little differences of party, united to do honour to the uncompromising and able Minister of that Truth which had gladdened hundreds in their midst, and many a full heart there found vent in tears, as in thought it went back to the days of other years, seeing before them the Pioneer Minister who, under all circumstances and in the face of very many discouragements, had faithfully gone in and out before them, and what is, alas! too seldom the case, his life a practical commentary upon the doctrines he has taught.

Appropriate addresses were delivered by the Revs. Messrs. Clarke, Stewart, and Gadsey, and the sum proceeds, amounting to a handsome sum, was presented to Mr. Clarke, as a testimonial of their esteem. This is the second *substantial* token of the people's attachment to him, given this year; a strong proof that they are fully aware of the privileges they enjoy in being associated with such a Pastor. Most of him which manifest man, and such a sincere Christian deserves, ever follow him and his.—*Communicated.*

Lower Cove Church.—We take the following description of this fine Church edifice from the Church Witness of Wednesday last.

"With respect to the edifice itself, much credit is due to Mr. Stead, the Architect, who, with small means, has contrived to erect a Church so architecturally correct of the style which has been adopted; viz., that of the decorated English style of Gothic Architecture. The Church consists of porch, nave, aisles, transepts, chancel and vestries; its dimensions being as follows:—The nave and aisles 37 feet long by 33 feet wide; the transepts 64 feet by 22; the chancel 22 feet 6 inches by 15; the extreme length from the entrance of the porch to the end of the chancel 102 feet; and the height of the nave from the floor to the apex of the roof 44 feet.

The principal elevation, fronting as it does on Maine Street, has received more decoration than the other parts of the building; in this front is the porch containing the principal entrance, by a deeply moulded doorway, ornamented by a high pointed gable with buttresses at the angles terminating in pinnacles with crockets and finials. Over the porch is a large lancet window, with mullions and rich tracery, it is flanked by octangular turrets, each 79 feet high, the gable over this entrance being a pierced open parapet.

Our space will not allow us to give a perfect description of the building. The meeting of the transepts, chancel and nave is the most striking and effective part of it. From the piers supporting the ground ceiling, springs the lofty plain, pointed arches spanning those parts of the edifice just mentioned. The chancel has a deeply moulded ceiling, divided into panels by ribs springing from corbels, like the roof of the nave and aisles, in imitation of oak, with carved bosses at their intersections. The chancel window is glazed with plain ground and stained glass; beneath which will be an arcade of trefoil headed arches, surrounded by diaper work. Floors there being no galleries, except those in the transepts, the running sashes are left unobstructed, and the large nave wheel window is consequently seen without obstruction from all parts of the interior of the building. From whatever point, however, the edifice is viewed, it presents a varied and a striking form, producing a most picturesque effect, by the various intersections of the arches, always so pleasing in Gothic structures."

St. John County Agricultural Society.—At the annual meeting of the Society on Thursday last, the following gentlemen were elected office bearers for the ensuing year:

Robert Jardine, *President*; Robert F. Hazen and Robert Bowes, *Vice-Presidents*; John Duncan, *Treasurer*; M. H. Perley, *Corresponding Secretary*; D. B. Stevens, *Recording Secretary*.

Committee—Peter Dewar, James Dunn, Thomas Trafton, Thomas Davidson, W. J. Ritchie, Wm. Hawkes, G. o. P. Peters, M. H. Perley, John Hartley, Charles Drury, Jas. Brown, Henry Chubb, Henry Blaksless, Otty Crock-bank, Alex. Martin, and A. A. Darrow.

Melancholy.—The Halifax Chronicle states that four fishermen belonging to Herring Cove, who went out on Monday week, for the purpose of saving their nets, were all drowned by the swamping of their boats.

At a Meeting of Directors, on Monday the 27th inst., Robert Jardine, Esq., was elected President, and Thomas B. Millidge, Esq., appointed Secretary of the E. & N. A. Railway.

We learn that encouraging accounts have been received from Mr Archibald, as to the ultimate success of his mission.—*Courier.*

Last Trip to Windsor.—The Steamer *Fairy Queen* will leave for Windsor on Wednesday next, being her last trip thither the present season.

The Hon. Alexander Rankin left this City on Tuesday last, in the steamer *Fairy Queen* for Annapolis *en route* to Halifax, to take passage in the Mail Steamer for Liverpool on Friday last.

☞ To the Gesner Museum has been added the present of a Limulus Polyphemus, brought by J. William Boyd, Esq., from Alabama.

St. Andrews and Quebec Railway Company.—We learn that the Hon. J. A. Street, Attorney General, the Hon. W. B. Kinnear, Solicitor General, and the Hon. J. R. Partelow, Provincial Secretary, have been appointed by the Governor in Council a Committee to investigate the books, accounts, and business of the St. Andrews and Quebec Railroad Company, and to report thereon for the information of the Government and the Legislature. The investigation is to tade place immediately.—*New Brunsw.*

The Fisheries.—We are informed that the Hon. R. L. Hazen and the Hon. J. H. Gray have been appointed a Committee of the Executive Council, to enquire and report upon the Fishing Law of last session, as regards its operation at Grand Manan, especially with respect to the fishing at the Southern Head, the maintenance of herring weirs, the establishment of gurry-grounds, and some other points of interest.—The object of this enquiry is, to ascertain the nature and extent of the additions and amendments to the Fishery Law which will be required at the next session of the Legislature.—*Ib.*

Prizes at the Exhibition.—By the last arrival from England, we learn that the Commissioners of the Great Exhibition have awarded prizes to C. D. Archibald, Esq., for specimens of steel; and John Robinson, Esq., for the furs exhibited there. We have not heard of any others from Nova Scotia, to who this honor has been extended, but as the amount of goods exhibited from this Province was very small, this distinction is a matter of pride, proving as it does, the general excellence of what we did send.—*Halifax Recorder.*

The Canada Great Western Rail Road.—The Quebec Gazette announces on the authority of private advices from London, of "the unquestionable correctness," that Mr. Atcheson, the agent of the Great Western line of railway, has succeeded in raising in the English market all the money required to complete the road, and that more might have been had, if it had been necessary.

We regret to see that the Halifax *Guardian* closed its useful career, after having been nearly fourteen years in the field, with the number issued yesterday. The reason assigned for its cessation, is one that too generally applies to newspaper enterprises—the difficulty of collecting outstanding dues.—*Wesleyan.*

Electric Telegraph.—We are informed that the line from the Strait of Canso to the West River will be complete by Saturday first, and that in two or three weeks at the farthest it will be extended across the straits, the tower and mast being nearly completed.

By the end of November, the shore line from Halifax to Yarmouth will also be open.—*Eastern Chronicle.*

Canada Mails.—Notice is given in the Canada papers that mails will be made up at Montreal to be forwarded by every Boston mail steamer for Halifax, N. S., and Newfoundland, and will be sent from Canada in charge of the mail officers to Boston and Halifax.

Mr. McCormick's Reaper.—Mr. McCormick, the inventor, is reported to have contracted in England for the manufacture of five hundred machines, to be in readiness before next harvest, at which time he intends visiting England to dispose of them. He has also a very extensive establishment engaged in manufacturing them in Chicago, Ill. During the fall of 1850, he manufactured one thousand six hundred, principally for the Western trade.

The British residents of New-York have made up a subscription for the purpose of presenting a silver medal to each officer and seaman engaged in Mr. H. Grinnell's noble expedition in search of Sir John Franklin.

Ex-President Tyler has written a letter to Calderon de la Barca, the Spanish Minister, soliciting his intercession for the release of all the Cuban prisoners. Mr. Tyler says if a sacrifice was wanting to deter others from the commission of a similar offence, it has been offered up. The vengeance of a great State has fallen terribly and fatally, and to restore the small number now in custody to their friends and homes, would speak a more effective tale than would ever issue from the dungeon or the gibbet.

A meeting was held at Faneuil Hall, Boston, last week, for the purpose of petitioning the Executive to apply to the Government of Great Britain for the pardon and release of Smith O'Brien and other Irish patriots. It was largely attended, Gov. Boutwell presiding.

A Maine paper says that "rum capitalists of Boston have raised the sum of 100,000, with which to operate on Maine legislators next winter, to effect the repeal of the Liquor Law, and have pledged $499,000 more, to be used if necessary.

Supreme Court.—*Michaelmas Term, 15th Victoria, A. D. 1851.*—Charles W. Stockton, John H. Ryan, and John C. Price, Esquires, are appointed Commissioners for taking Affidavits in the Supreme Court for the County of King's County.

W. CARMAN, *Clerk of the Pleas.*

St. John, Oct. 30, 1851.

W. H. Hatheway, Esq.

Sir,—I have received from you, as the Agent of the *Union Mutual Life Insurance Company of Boston*, a statement of the affairs of the Company, together with a *Certificate of Profits* declared upon my Policy issued last June, for the present year, amounting to $157. The statement of the Company's affairs are in the highest degree satisfactory, and I have no hesitation in recommending the Company, for which you are Agent, to the favorable consideration of the public. Yours very truly,

JOHN KINNEAR.

PHYSIOLOGY.

This science proves incontestibly that foreign excretory matter, proceeding from careless treatment of the hair, is the cause of incipient, and the forerunner of confirmed, baldness. Bogle's Hyperion Fluid cleanses, beautifies, restores, and secures the luxuriance of the hair, for which purposes and uses it has no parallel. Sold by the inventor, William Bogle, 277, Washington Street, Boston.

Sold also by S. L. Tilley, Druggist, St. John.

CONSUMPTION PREVENTED.

That Consumption, when once firmly fixed and seated, can be cured, we much doubt; but that it can be prevented, if the proper remedies are applied in season, we firmly believe. A slight cold, a gentle cough, a general derangement of the nervous system, which renders the individual sick or well—these are the symptoms which herald the approach of the fell destroyer. If these be attended to in season all may be well; but neglect them, and they will be sure to gain the mastery, and what was at first only troublesome and annoying, at last becomes alarming, and often fatal.

For incipient consumption, we know of no better remedy than WISTAR'S BALSAM OF WILD CHERRY. It is soothing and healing in its nature, and is admirably adapted to allay and dissipate that annoying and distressing irritation which so much prevails at this season of the year, caused by colds, coughs, and chills, brought on by frequent and sudden changes in the weather. We know of several severe cases which have been radically cured by the use of this Balsam. Some two years since a friend of ours was suffering under what was thought to be confirmed consumption—a severe cough, loss of appetite, night sweats, &c. By the use of the Balsam, he dispelled these alarming encroachments, and is now in the enjoyment of comparative good health.—[New England Washingtonian, Boston.

Those in want of this excellent article, can be supplied with the genuine, with the signature of I. BUTTS on the wrapper, at the Agents.

None genuine without the written signature of I. Butts on the wrapper.—For Sale by S. L. Tilly King-street, St. John, N. B.

MARRIED.

On Saturday, 25th ult., by the Rev. S. Robinson, Mr. William Brown, to Miss Mary Ann, youngest daughter of the late Mr. John Appleby, of this City.

Same evening, by the same, Mr. William McDoneff, to Miss Martha Carr, both of the Parish of St. Martins.

At Trinity Church, on the 20th ult., by the Rev. Dr. I. W. D. Gray, Mr. Frederick Bergstroun, to Miss Catherine Whittle, both of this City.

On the