people that necessarily must exist; there must be a head to the public body; and would anybody tell him that we are all so corrupt, that the Government can buy and sell the whole country? He would reply, that he could not entertain such a base opinion of his own countrymen. With regard to Mr. Archibald's proposition; a more absurd proposition he never saw; and if there never was otherwise to be a Railroad in the country, he would go against it. That proposition would amount to a

Company the Railroad [illegible] been put with regard to the sinking fund. He thought that that could easily be provided for; the work would bring the public lands into requisition, and their proceeds could, without loss to the country, be appropriated to the sinking fund. He thought that that could easily be provided for; this work would bring the public lands into requisition, and their proceeds could, without loss to the country, be appropriated to the sinking fund. He was satisfied that from the increase of the settlement and revenue of the country, the sinking fund would easily be provided for; and the sale of lands would amount to a very material annual sum. He (hon. Mr. W.) did not admit himself to be merely a Delegate in that House; when he was elected by the constituency of St. John, he considered himself as acting for the benefit of the whole Province. His hon. friend (Mr. Gray) had been taunted with having changed his opinion on this subject; but others had done the same. He held in his hand a requisition from his constituents, requiring all the members for the City and County of Saint John to vote for these Resolutions; and the very first two names on that requisition were those of gentlemen, who had at first been the most determined opponents of Railroads in this Province; they were "Henry Gilbert" and "Frederick A. Wiggins;" and further down there was also the name of "Henry Chubb," the Editor of the *Courier*. Those gentlemen had seen good reason, on further information and consideration, to alter their former opinions; and therefore there was no ground for taunting any hon. member for having done the same, when the circumstances of the case had also been altered. If there was no other reason, then, for going for this measure; yet this requisition, so numerously signed, and representing as it did so large an amount of the wealth, the knowledge and respectability of St. John, would induce him (hon. Mr. W.) to do so. But he had looked into this question for himself, and was fully prepared to take a lead in supporting it, independently of other influences. If New Brunswick was going to oppose the spirit of progress, if she did not possess that spirit that she ought to be actuated by, she would reject this proposition; but he could not believe it for one moment. This question was taken up by the Government as a whole question; measures would be submitted to the Legislature by bill, in accordance with these resolutions; and it was useless to talk about amendments that would strike at the principle of the bill. There were two questions now to consider; the proposition to undertake the Canada line, as agreed to by the three Governments; and to undertake it as a public work; and the Government were prepared to stand or fall by this measure.

Mr. Ryan said, that hon. members prefaced their remarks on this subject in various ways; but he would preface his with acknowledging his utter ignorance of the subject. He had never seen a railway in his life; he found it impossible to come to a just conclusion without information; and therefore to a certain extent he would be taking a leap in the dark, whichever way he might go.—The people seemed very much interested in the question; and although he was a representative for King's County, he did not intend to set up himself as superior to the opinions of his constituents, and he felt it his duty to pay deference to them.—This was not a small matter, or a question of a few pounds; but a large expenditure with an eternal tail to it. [Laughter.] The constituents of King's County seemed to be in favour of it; therefore he should be guided by their opinion, let his own sentiments be what they may. He had received communications from different Parishes in King's County, which stated that they were in favour of the Railroad, with hardly a dissenting voice; therefore he thought he was quite safe in going for it. Some hon. members seemed to be opposed to it; and a question had been asked, whether the parties in favour of it would put their own money into the scheme. That was not a fair question; because although individuals might not wish to invest their money in such works, yet Government might very well do so. This was a question not merely of direct benefit to be realised, but also of indirect benefit. If an individual put his money into such projects, he would only get a direct benefit; but if the whole Province belonged to that individual, he would also get the indirect benefit. He (Mr. R.) thought that he would rather that the Railroad went by the north, only for one objection; which was that he thought it would divert the trade to Halifax instead of to St. John; and of course he felt a greater interest in the welfare of this Province than in any other. He would not wish to injure Nova-Scotia, but he did not want to build them up at the expense of his own Province; he would rather build up this Province at their expense. [Laughter.]—He thought that the line by the north would cause a loss to St. John; but the line now proposed would make St. John the shipping port for the whole line. Some hon. members talked a great deal about this measure; they knew all about it, because they had seen railroads and travelled on them; but they could know nothing about whether the roads they had travelled on were paying lines or not; the amount of business and travelling on them must be different at different times; and it was preposterous to suppose that people could draw correct conclusions from what they saw in travelling; they must derive their information from others. Some hon. members preferred building the road by a private company, and talked about Mr. Archibald's plan. He (Mr. R.) thought that was the most preposterous proposition ever heard of. [The hon. member then animadverted on Mr. Archibald's proposition, and compared it with the statistical calculations in the Hon. Mr. Chandler's exposition, shewing the difference of the results to the Province from the two schemes.]—He therefore thought that such a proposition as that of Mr. Archibald could not be considered at all; it would be an insult to the Province: we would be called upon to give them all that money to build the railway, and have nothing ourselves after all; but if our own Government built it, we shall have it for ourselves. As to the question of direct taxation; he did not think that was going to be the case after all; but even if it should, we might as well be taxed by our own Government as by a private company; a company would put on just as heavy tools as the traffic would bear, and that would be a tax on the people; but if the Government build the road and find it pay, they can reduce the tools as may be required. As to the Government; some hon. members expressed their doubts about them; and he had some little doubt himself.—[Laughter.] He only hoped they would faithfully discharge their duty, and look after those who might be employed on the work; because he was well aware, that when the surveys of the St. John and Shediac line were going on, there was a great deal of loafing in the business. He did not know what the people employed were doing a great part of the time; but there was a good many fishing parties and other amusements going on. He thought that a great deal depended on the Government, and on the people that they might appoint to manage the matter; and if the Government should not do right, he would give his voice to turn them out double quick.—As to the Canadian Delegates: the three Provinces were making a bargain, and the Canadian Delegates made their own offer; and that was all fair. It was necessary for us to know to a certainty what the other Provinces were going to do; and thus was now absolutely shewn by the mode adopting, come to between the Provinces, [illegible] all might know what they had to rely on. Therefore for all the reasons he had stated, he would go for this measure; but he did so with [illegible] and timidity. It was a highly important measure; he hoped that in the mode was adopted, [illegible] would go on; this is the most important work [illegible] Canada and this Province and New Brunswick; there was [illegible] there was not the slightest doubt [illegible] would be a great benefit to the country; and if he should just give his voice for what might hereafter prove to be evil, he would never forgive himself; for he thought that, on the contrary, he would not [illegible] himself much, because he looked upon it as a matter of chance after all.

ALBERT EYE ROADS:

£30 From Pollet River to Coverdale River, over Golding's Mountain, including bridge; 15 From Coverdale River to Gideon Bray's; 5 From Gideon Coverdale River to the Caledonia road; 20 From Westmorland line, up Pollet River, to J. or E. Hossman's upper line; 5 From Stevens, corner to H. Campbell's; 10 From Golding's Mountain to the road down Little River; 25 From Henry Steeves' to Irving's, thence to the Caledonia Mountain; 20 From Irving's to the Turtle Creek, thence to Little River; 20 From Henry Steeves' to Round Hill, thence to the Caledonia road; 5 From Round Hill road to John L. Steeves; 15 From Hayward's to William Warnuck's; 15 From Priestly Hill to Robert Steeves', thence to Weldon Creek; 20 From M'Latchy's bridge to Wright's; £5 10s. of [illegible] Hiram Steeves, balance due

20 From David Wallace's, up Turtle Creek, to the great road; 5 From the Creek road to John Jonah's; 20 For the road from Hayward's to the great road in Hopewell; 15 From Rodgers', through the Bailey Settlement, to the Creek road; one half of which to be expended between the Creek road and Aaron Robinson's; 20 From the Hailey road to the Memel Settlement; 5 From the Memel road to Flanigan's; 5 From Dry Brook to H. Woodworth's; 10 From the Creek road, to and through the Jamieson Settlement; 7 From L. O'Regan's to Wilber's, thence to Caledonia road; 25 From the great road in Hopewell to and through Caledonia Settlement; 25 From Ferry Point to Caledonia, through the Woodworth Settlement; 15 From the great road, up Turtle Creek, to Mitten's; 15 From the great road, near Isaac Dawson's, to Turtle Creek, thence to Irving's road; 10 From the great road to the Mitten road, by Peter Jonah's; 9 From Stoney Creek to Lannan's, thence to the Niagara Settlement; 5 From the great Road to the Piccadilly Settlement; 7 10 From Turtle Creek, east branch, by William Rieker's, to west branch Turtle Creek; 6 From Henry Steeves' to great road; 8 From great road to Gideon Hunt's, thence to Daley's; 5 From West River, back of the Mountain, to P. Duffey's, thence to the Cleaveland and Gallagher Settlement; 18 From School House near Duffey's, to Benjamin Jonah's, including bills and bridge; 3 For road from William Bezley's to William Jonah's; 6 From Point Wolfe to Saint John County line; 35 From New Ireland road to Gallagher's; 10 From New Ireland road, by Raburn's, to Daley's; 7 10 From the road leading to New Ireland to Hanson's, thence to the New Ireland road; 5 For road over Germaintown Marsh; 5 From Barrymore's to Fullerton's; 16 From Isaac Derry's to William Tingley's, thence to Wilburn's; 6 For the road up Beaver Brook to Edgett's, thence to Fullerton's; 5 From Widow Steven's to New Horton road; 5 From Fillamore's to Daniel Copp's; 20 From New Ireland road to Salmon River; one half to be expended on the New Ireland end of the road; 20 From the great road, near Salmon River, to Bennett's, thence to New Ireland road; 5 from Point Wolfe to Herring Cove; 5 From Coil's to M'Laughlen's or Sweeney's; 5 From Long Marsh bridge to Daniel Copp's; 5 From William Anderson's to Ridge road, by D. Tingley's mill; 20 From Pollet River to Isaac Horsman's, thence through Smith Settlement to Coverdale River; 5 From Smith road to William Steeves'; 15 For the road from King's County line to Pollet river, thence to Banister road; 10 From James Hosemon's to the Mechanics' line; 5 For the road leading from lot 17, Mechanics' Settlement, to School House on Goshen road; 20 For the great road in Coverdale, up Little River, to Perkins'; 5 From George Colpitt's mill to Banister's; 10 From the great road in Coverdale, by Nixon's; 10 From William Parkins' to John Prosser's thence to Mitten's; 5 From William Parkin's to the Westmorland line; 10 From Parkin's road by Robert Colpitt's, to E. Mullin's, thence to Mechanics' line; 5 From Parkins' to the Colpitt road; 20 From King's County line, near George Jonah's, to Steven's, thence to Pollet River; 5 Granted in 1851, on the road leading from West River, so called, back of the Mountain, to John Cleveland's, and not expended, to be re-appropriated for said road.

SPECIAL GRANTS.

The following are the special grants for Saint John County:—

From County Line, near Tabor's Bridge, to Quaco, (old Quaco road,) £30; from Town Plat Road, near Cronk's Mill, in a Southeasterly direction, through Mosher Settlement, to Post Road, near T. Brailsaw's line, £20; for the Vaughan Creek Road and Bridges thereon, £40; From Saint Andrews Road to Negro Town Point, along the City Line, £25; from Little River to Loch Lomand, £20; from Little River to M'Kenzie's farm, past Calvert's £30; from Loch Lomond Road, near Bartrim's, through Church Land Settlement, £37 10s; for the Bridge across Mispeck Stream, at M'Kenzie's, and approaches thereto, £35; from Ball's Mills, through Stanley Settlement, by Cape Spencer, through West Beach Settlement, £36 8s 4d; to Archibald H. Black, in full for extra work and services on the Bridge, across Vaughan's Creek, contracted for in 1849, £25; for building a Bridge on the line of road through Pisarinco Settlement, leading from the St. Andrews Road, at Spruce Lake, to Black Beach, and repairing said road, £50.

COMMUNICATION.

[FOR THE CHRONICLE.]

MR. EDITOR.—In making a short reply to Mr. Wishart's communication in your last issue, I pray you not to suppose I mean or desire to interfere between the Rev. Gentleman and the *Church Witness*, in discussion of the airy and unsubstantial propositions of the former respecting the Commandments in the Decalogue. As far as I am concerned, I do not think them worthy of the least notice.—Why then, you may say, do you at all write on the subject. My reasons are these: Mr. Wishart asserts, in certain of his lucubrations, that the Ten Commandments are to be understood in a spiritual, not in a literal sense; and, I think, offers certain strictures on most of them to prove his position.—All I asked of him then was to give us his spiritual interpretation of the Fourth Commandment, now under discussion. Instead of ingeniously doing this, he has altogether shifted his ground, and now insists, not that the Commandments are to be spiritually understood, but that they are altogether abrogated, or to be abrogated in the progress of the Christian system. It appears to me that it has thus become impossible to reason with a man who can so shift his ground; and moreover to suit his theory, spiritualise one portion of Scripture, and take another in its literal and grammatical sense. Such shifts may impose on vulgar minds, but to the intelligent they must be caviare.

Whatever Mr. Wishart and his adherents may think, neither the discrimination, nor the judgment of the Rev. Gentleman, nor his power of concentration entitles him to take the ground he assumes as a reformer of the Reformed Churches. Without pretending to prophetic powers, I venture to predict, that when he himself dies, his theories will die with him, and both be equally forgotten. If they arise from certain peculiarities in the Rev. gentleman's conformation, he may not, before God, be answerable for thus unhinging the faith of some; but if they are put forth for the purpose of notoriety, or distinction from others, woe be to him when he goes to give in his account.

Mr. Wishart is so well bred, so well acquainted with the current literature of the day, and of so kindly a disposition, that his friends are tempted to overlook his doctrinal vagaries; otherwise he would soon find himself isolated, and left to brood over his his new theories in solitude, which would little suit his character, which is eminently social.

In the very first discussion which this writer had with Mr. Wishart, the Rev. gentleman insisted that, in proportion to his natural talents, he would convert individuals to the faith of the Gospel; and he was not driven from this decidedly Arminian boast till after some hour's argument. Since, he more or less preached according to the Calvinistic system, till he embraced Antinomianism; but in the respect he must have passed through Ultra-Calvinism, which is a sort of half-way house between the two last systems.

To men in Mr. Wishart's situation, supported by the annual labour of others, the rest of the Sabbath is not properly appreciated, but to the great bulk of mankind labouring with their hands, its supreme importance proves its divine origin, independently altogether of its value as the means of diffusing religious knowledge, and meeting socially to worship God. Without the Sabbath, society would soon return to its normal and savage state. A Minister of religion may make every day a Sabbath; but to men managing the secular occupations, the idea is a dream of the imagination.

I now take my leave of Mr. Wishart. Further controversy would be worse than useless, would be wrong to others. If the reverend gentleman continues as well I sincerely wish him, notwithstanding our wide differences, he will have little to complain of.

Mr. Editor, Yours Truly, LYNX.

The above was sent us last week, but was crowded out.

The Chronicle.

Saint John, April 16, 1852.

LEGISLATIVE DEBATES.—We conclude in our present number the speech of the Honorable the Surveyor General, on the subject of the Halifax and Quebec Railway. Although some time has elapsed since the sentiments of the honorable member

try, yet they have lost none of their freshness, owing to the immense amount of valuable statistical information which they convey. We cordially join in the sentiment, which has been so frequently expressed, that this effort alone, has justly entitled Mr. Wilmot to the appellation of "the Working Man's friend."

The last Session of the Provincial Parliament has been distinguished not only for the highly important measures which were perfected thereat, but unfortunately, for a larger amount of talk than ever characterized any former meeting of the Assembly. A good, sensible speech, such as the one above referred to, even if it is a long one, we can read and ponder over with satisfaction, because after rising from its perusal, some ideas and facts are realised, that we were not apprised of before; but when a member avails himself of his privilege to occupy at least 21 *days* of the session, in talking about matters he does not understand, and at the same time subjecting the Province to some thousands of pounds of expense, by reason of his garrility, it requires more than human patience to submit to the endurance, and more than a princely revenue to sustain it. Possibly an "honorable and learned member," representing one of the northern counties, may comprehend our meaning;

HALIFAX AND QUEBEC RAILWAY.—By our Canada exchanges we are apprized that very agreeable intelligence has been received from Mr. Hincks, conveying the intimation, that the money will soon be forthcoming—as promised for the construction of this important line, and it is even hinted at, that instructions will shortly be given by the Canadian government, for the required surveys, preparatory to the commencement of actual operations. It is with becoming diffidence, that we assume the prophetical office, seeing that certain of our cotemporaries have been so *unhappy* in this employment for the last eight months—not one of their predictions as yet, having been accomplished—but influenced by the signs of the times, we have good reason to believe, that a new era is about dawning upon the fortunes of our countrymen, and that the day is not distant when the working-man, whatever may be his calling, will not only meet abundance of employment, but what is equally as desirable, he will receive a fair compensation for his labour.

Should the anticipated day of our prosperity arrive, to whom shall we be indebted for it? Certainly not to the enemies of progress, who in the councils of the country, in the streets, and in the public journals, have wickedly done their best to retard its advent.

HUSH MONEY.—Many persons have lately expressed their wonder, and occasionally their regret, that the *Morning Freeman* was not as rabid and as vicious as it used to be, and that they feared that the Executive was really in danger, as this influential journal exhibited symptoms of canting round, in favour of a government, which in bygone days, if so fiercely denounced. If this Jim-crowism, should unhappily take place, it was remarked "then the dominion of the men now in power, will not be worth a month's purchase."—We believed in the truth of the observation, well knowing, that the spirit of mobocracy and annexation, which the Freeman so sedulously cultivated, was most heartily abhorred by the great mass of our countrymen, and we therefore earnestly hoped, that the government, now in authority, would be spared the effect of its blighting friendship.

It was not long since that the Freeman was filled with the most vile and scurrilous abuse of every man, who did not subscribe to its levelling doctrines and recognise the disloyal fulminations of this malignant journal, as a political platform. Surely the result of the elections of last autumn were pregnant with meaning, which the mind of its editor might have easily comprehended. The hint was palpable enough in all conscience, yet the Freeman still persisted in his unhallowed career. Statements were inserted in that paper having no foundation in truth; and although the lies they contained were publicly nailed to the counter, even then there was no retraction, as it pertinacity in wrong doing could be mistaken for a manly virtue. People then observed, that any party in power would be safe, which encountered such deadly and unprecedented hostility. And such has proved the fact.

For a few weeks past however, the Freeman has pursued another course; its turtle dove reflections, and milk and water fault findings, have elicited some little curiosity and speculation. Surely, this "bright gem of the ocean" is not about to rat says one: "There must be some cause for all this"—observed another," why the Freeman is as civil as a meat axe! At length the cat is let out of the bag, and we find that the uncompromising, patriotic, uninpeachable conductor of this journal, is to receive a *douceur* of fifty pounds, *nominally*, for reporting the debates, *substantially* however, for being "nay," and treading lightly on the corns of the *liberal* members, who were returned by the people, not two years ago, in the full expectation that wonderful reforms were to be effected by them, but who up to the present writing, have not succeeded in setting the St. John on fire.

In the instance before us, we are furnished with another specimen of a modern Hampden, a full blown patriot, one who—so far as the morality of others is concerned—is so very exact, virtuous, and rigid, that he would regulate the curl of dog's tails, and like the cropplies of old, is willing to declare war upon the contour of a man's wig. He tells us however that proof is wanting that he has accepted the hush money. He has not absolutely received it as yet, it is true, because the warrant for it has not been issued. But this is a sensitical way of getting out of the scrape. Did he shew any virtuous indignation, or were "his eyes in a wild frenzy rolling" when the bribe was offered?—And will he not sack the blunt, so soon as he can lay hold of it?

This is a fair and even favourable specimen of our radical political professors, and adds another verification to the views we have frequently taken of them in the columns of the Chronicle.

CITY ELECTION.

On Tuesday last the Common Council met pursuant to adjournment, to determine the difficulty arising out of the King's Ward election, which took place on the 6th instant. Petitions were presented to the Board, bearing 231 names, in which it was alleged that the City bye-law, passed 25th Feb. 1850, regulating such matters had not been complied with, and therefore the election was null and void. If this view of the case had been entertained by the Common Council, Aldermen Needham and Counsellor Harding would have retained their seats at the Board, as such functionaries, hold their offices according to the charter, until others are duly elected in their stead.

The 5th Section of the bye-law, just referred to, and from the non-observance of which the trouble has arisen, requires:—

"That every Candidate for the Office of Alderman, or Councillor of the said City, shall, at the time of holding the Election, and before the Commissioner shall proceed to take the votes, make and subscribe the following oath, that is to say—"I do swear that I am possessed, as the owner thereof, of real or personal property, or both together, within the City of Saint John, over and above all mortgages, judgments, bonds to the Queen or her successors, and all other just debts and incumbrances whatsoever, to the extent of at least (if an Alderman, Two Hundred and Fifty Pounds, if a Councillor, One Hundred and Fifty Pounds,) that I am a Freeman of the said City, duly sworn, and registered as such at least three calendar months before the Election;" which oath shall be taken before any Justice of the Peace for the said City and County, and shall be prefixed at the time to the Poll Book, and form part thereof, and shall be publicly read before the Electors then present."

It appears that on the late occasion, the affidavits [illegible] the qualifications of Messrs. Walker and Ballentine, were not prefixed [illegible] the law directed, although they were returned to the Common Council—separate from the poll book—on the evening of the day, upon which the election was held. The objection was argued by Council, *pro* and *con*, and ultimately, the Board confirmed the return of Messrs. Walker and Ballentine, and in accordance with the opinion expressed by His Honor the Recorder.

It is but justice to Mr. Needham to state that he remained perfectly neutral throughout the whole transaction, and that the objection was not raised, or even urged by him, but solely emanated from a large body of his constituents, who had a perfect right to pursue the course adopted by them.

THE LATE CENSUS.

The following comparative statements of the population of Nova Scotia and New-Brunswick, may not be altogether devoid of interest to many of our readers. The New-Brunswick statement was prepared for the Chronicle, by a gentleman who has been recently engaged in taking the Census of one of our City Districts—that of Nova Scotia, we transcribe from the Halifax British North American.

Counties.	*Population.* 1840	*Population.* 1851.	*Increase.*
Albert,	.....	6,313	6,441
Westmorland,	17,680	17,814	
Carleton,	13,381	11,108	3,135
Victoria,	.....	5,408	
York,	13,995	17,628	3,633
Sunbury,	4,260	5,301	1,041
Queen's,	8,232	10,634	2,402
King's,	14,464	18,842	4,378
Northumberland,	14,620	15,064	444
Restiguouche,	3,161	4,161	1,000
Gloucester,	7,751	11,704	3,953
Kent,	7,477	11,410	3,933
Charlotte,	18,178	19,938	1,760
St. John,	32,957	38,475	5,518
	156,162	193,800	37,638

NOTE.—Since the census was taken in 1840, the Counties of Carleton, and Westmorland, have been divided, forming the additional counties of Albert and Victoria. The increase in these cases is given as each stood at that time.

The population of the City and County of Saint John is made up as follows:—

	Males.	*Females.*	*Total.*
Lancaster,	938	958	1,896
Portland,	4,202	4,227	8,429
St. John City,	10,912	11,833	22,745
St. Martins,	1,037	943	1,980
Simonds,	1,785	1,640	3,425
Total,	18,874	19,601	38,475

Of the population of Portland, we are informed that about 4,200, or one half the number, reside to the Westward of the Mill Bridge, and to the northward of the Portland and Indian Town road, not including the latter place. The population of Indian Town is 1236, coming as far to the eastward as St. Luke's Church.

The aggregate of ages in Portland is 186,327 years, giving 21 years, 4 months, and 22 days to each individual. The aggregate of ages in King's and Sydney Wards in this City is 242,145, giving an average of 21 years, 10 months, and 13 days.—Taking Sidney Ward separately, the average is higher—22 years, 4 months and 12 days.

COMPARATIVE STATEMENT OF NOVA SCOTIA.

Counties.	*Population.* 1838.	*Population.* 1851.	*Increase.*
Halifax,	28,570	40,000	11,430
Lunenburg,	12,058	16,395	4,337
Queen's,	5,798	7,256	1,458
Shelburne,	6,801	10,622	3,821
Yarmouth,	9,489	13,112	3,663
Digby,	9,260	12,252	2,992
Annapolis,	11,989	14,286	2,297
King's	11,596	14,138	2,542
Hants,	11,399	14,330	2,931
Cumberland,	9,685	14,339	4,654
Colchester,	11,225	15,469	4,244
Pictou,	21,149	25,693	4,145
Sydney,	10,436	13,467	3,929
Guysbro'	7,447	10,838	3,391
Richmond,	7,667	10,381	2,714
Inverness,	13,652	16,917	3,275
C. Breton,	14,111	18,000	13,469
Victoria,	.....	9,580	
		277,605	

☞ The population of Toronto, according to the census just completed, is shown to be 30,733. Of this number 11,305 are Irish; 8,936 British Canadians; 4,958 English; 3,169 Scotch; 1,405 Yankees; 468 French Canadians; 113 Germans; 396 other countries.

It is rumoured that His Excellency Sir EDMUND HEAD is about to visit England for a few months, to represent in person at Downing Street the interests of this Province in the important negotiations now pending between the Mother Country and these Colonies. We believe that, in accordance with the Royal instructions, the administration of the Government, in his absence, will devolve on the senior military officer in the Province, Lieut. Col. MURRY commanding the 72d Highlanders.—*Church Witness.*

ORDINATION.—David W. Picket, of Kingston, King's County, was admitted to the holy order of Deacons by the Lord Bishop of the Diocese at Fredericton on the 27thult.—*Ib.*

☞ The annual elections for Church Wardens and Vestrymen were held in the several Parishes yesterday, (Easter Monday,) according to law. We have returns from the following:—

TRINITY CHURCH.—*Church Wardens*—L. J. H. DeVeber, and George D. Robinson. *Vestrymen*—J. McGrath, E. Sears, W. F. Smith, J. W. Lawrence, Thomas Crozier, T. W. Daniel, C. J. McLauchlan, J. V. Thurgar, R. Bayard, Walter Tisdale, W. H. Adams, Henry Fotherby.

ST. JAMES' CHURCH.—*Church Wardens*—William Wright, and J. M. Robinson. *Vestrymen*—John Kinnear, Thomas McAvity, Robert Pickthall, Henry W. Frith, John Hodgen, Joseph Sallis, Geo. Kee, Stephen K. Foster, John Cogley.

ST. LUKE'S CHURCH.—*Church Wardens*—James Flewelling and S. L. Tilley.—*Vestrymen*—Hon. C. Simonds, J. G. Tobin, Robert Sweet, David Pardee, M. Fisher, W. Killpatrick, P. Ruddock, Thos. Ruddock, H. Simonds, W. Lawton, R. Scoville, and C. Doney.

ST. GEORGE'S SOCIETY.—At a meeting of the members of this Society, held at the St. John Hotel on Monday evening last, the following Gentlemen were elected Office-bearers for the ensuing year:—

Hon. John H. Gray, *President*;
Henry F. Starbuck, Esquire, *Vice-President*;
James R. Ruel, Esquire, *Treasurer*;
J. R. G. Hazlitt, Esquire, *Secretary*;
Henry Chubb, E. W. Greenwood, and Simeon L. Lucas, Esquires, *Committee of Charity*.

The Society, we understand, intend to celebrate St. George's Day, in a becoming manner.

Dr. Jonas King, who has been for many years an American missionary in Greece, and also a consular agent, has been tried on the charge of maintaining doctrines deemed heretical, and sentenced to 25 days imprisonment, and to leave the country. A correspondent of the New York Journal of Commerce says that Dr. King's ultimate crime is the publication of a book, containing a body of extracts from the sacred Scriptures, proving that the Virgin Mary is not entitled to the name, and that the correspondent of the Journal predicts that the persecution is at the instigation of the Russian and Russian embassies.

[From the Royal Gazette.]

PROVINCIAL APPOINTMENTS.

The following persons have been appointed Supervisors of the several Great Roads undermentioned for the ensuing year, viz:—

Ass Dow—Fredericton to Woodstock; Alexander Goodfellow—Fredericton to Newcastle; Wm. E. Perley—Fredericton to M'Kenzie's, (Nerepis Road); James Gault—M'Kenzie's (Nerepis Road) to St. John; William Grieve—Fredericton to Magaguadavic River, including the Bridge over the [illegible] Presbyterian [illegible] ing a passive resistance to rents, and the organization, with this object, has reached an alarming height amongst the tenantry generally."

[illegible] ricton to the Finger-board; John A. Beckwith—Fredericton to Richibucto, *via* Newcastle River; John Jordan—St. John to Quaco; Robert S. Matthew—St. John to Hayward's Mills, Belisle to St. John; George Anderson—St. John to St. Andrews; Silas C. Charters—Haywards Mill's to Nova Scotia line; John Jordan Jun.—King's County Line to St. John; James Fairweather—Hampton to Belisle; Gilbert Williams—Nerepis to Gagetown; David Crocker—Richibucto to Chatham, Newcastle to Bathurst, Bathurst to Belledune; Archibald Ramsay—Belledune to Metis Road; Wm. Campbell—Shediac to Richibucto Court House; John Welling—Dorchester to Shediac, Shediac to Petitcodiac; Isaac Gross—Salisbury to the Hopewell Court House; Thomas M'Clellan—Hopewell Court House to Harvey, from the Great Road in Hopewell, through New Ireland, to King's County Line; John A. Reed—Isaac Derry's, in Harvey, to Point Wolf; George Oulton—Coles Island to Cape Tormentine; James Ketchum—Woodstock to Houlton; Geo. W. Curroy—Arcstook to the Grand Falls, Pickards to the American Boundary; Michael Tighe—Grand Falls to Canada Line; Prudent Gagnon—Edmundston to River Saint Francis; Josephus Moore—Oak Bay to Little Digdegash; David Dow—Little Digdegash to Eel River; Wm. H. Mowatt—Waweig to Saint Stephen, St. Andrews to Magaguadavic, including the Bridge—Roix's Farm to the Great Road between Fredericton and Saint Stephen; Jeremiah Scott—Dead Water Brook to St. Stephen; Hugh Matheson and James Pratt—Magaguadavic to Lower Trout Brook Bridge; Alexander Davidson—Little Tracadie to the Southern termination of the Bathurst Road; Joseph Sewell—Little Tracadie to Bathurst; John Boyd and Joseph Blakeney—Newcastle River to the Bend of the Petitcodiac; Moses Coburn—Tilley's (Sheffield) to Newcastle River.

PROVINCIAL APPOINTMENTS.—The following persons are appointed Sheriffs of the several undermentioned Counties for the ensuing year:—

Francis E. Beckwith, Esq., for Victoria; John F. W. Winslow, Esq., Carleton; Benjamin Wallauptor, Esq., York; Thomas S. Hicks, Esq., Sunbury; Nat. H. Deveber, Esq., Queens; LeBaron Drury, Es., Kings; Thomas Jones, Es., Charlotte; Thomas Gilbert, Esq., Albert; Blair Botsford Esq., Westmorland; Joseph Wetmore, Esq. Kent; Wm. A. Black, Esq., Northumberland; John L. Barberie, Esq., Restiguouche.

The above Sheriffs are hereby required to transmit their bonds without delay, as by law required.

By His Excellency's Command.

J. R. PARTELOW.

Secretary office, 31st March 1852.

Charles Johnston, Esquire, to be High Sheriff of the City and County of Saint John; and William Bayard, Esq. M. D., to be Coroner for the same, for the ensuing year.

By His Excellency's Command.

J. R. PARTELOW.

Secretary's Office, 7th April, 1852.

Arrival of the America!

SEVEN DAYS LATER.

The Steamer *America*, from Liverpool, with dates to the 3rd inst., arrived at Halifax at half past three o'clock Yesterday morning, with 65 passengers, (18 for Halifax,) among them are Mr. and Mrs. Waugh, and Mr. Adams of this City.

STATE OF TRADE.—Business at Manchester had responded to the dull feeling in the Liverpool Cotton Market—Spinners and Manufacturers being anxious to renew engagements; buyers had the advantage—goods and yarns were therefore lower.

Cotton in Liverpool had declined about 1-8th penny—sales of the week 30,750 bales.

The market for Breadstuffs was again much depressed.

Brown Shipley & Co's Circular says, flour had given way 6d to 1s per barrel, and wheat 1d to 2d per 70 lbs.

The Continental Markets had declined materially, and prices of wheat had receded in the chief Baltic ports.

Money continued abundant as ever in London, and discounts easy, although rates were not reduced by the Bank of England.

The returns of 2nd show the amount of bullion in the Bank to be £19,812,745, being an increase of £69,815.

Consols steady—closed on 2nd at 89 5-8 to 98 3-4 for money and account.

FREIGHTS are rather higher, and passengers pay extreme rates, in some cases as high as £5 in the steerage.

ENGLAND.—In the Commons Mr. Secretary Walpole had introduced the new Militia Bill; its provisions aim at raising a force 80,000 strong—30,000 the first year by voluntary enlistment—term of service five years—bounty £4 to £5 either in one payment, or by monthly instalments—time of warning and discipline 21 days each year, but power given in case of emergency to increase it to seven weeks or reduce it to three days—estimated yearly expense £250,000.

Lord Palmerston supported the measure.

Lord John Russel did not oppose, but found fault with some of its provisions.

Mr. Hume protested against numerous armaments when they were by no means needed.

Mr. Cobden ridiculed the idea of an invasion and complained of expenditure being incurred to provide against an imaginary evil.

The Bill was read a first time.

Mr. Anderson had made an ineffectual attempt to induce the Commons to place the British Commercial Marine, so as to be available as a reserve to assist in the defence of the country.

Mr. Henry Berkley's Bill to provide for taking votes at Parliamentary elections by ballot, was rejected by a majority of 102.

Mr. Sherman Crawford's Irish tenant-right Bill, had also been burked by a manœuvre on the part of the Government.

The Attorney General for Ireland, however, promised to produce unexceptionable measure.

Mr. Bailey Cochrane had given notice that after Easter, he would move a resolution having for its object the establishment of Steam-communication between the Canadian & New-foundland Colonies and Great Britain.

In the House of Lords on 2d, Lord Derby intimated that it was not intended to interfere with the Maynooth grant.

At the same time Mr. D'Israeli in the Commons in answer to Lord John Russel, stated that Parliament would be dissolved as soon as the necessary measures for the safety and service of the Country were passed, and that the sense of the new Parliament would be taken upon the policy of the present Govt. during the current year.

The approaching General Election was engaging much attention throughout the United Kingdom.

The Protectionist party had held a great Meeting at Liverpool, at which Mr. Pusey McKenzie, one of the Lords of the Treasury, and Mr. Charles Turner, the Tory candidate for Liverpool, attended and gave an account of their political stock.

The commissioners appointed to inquire into the disposition to be made of the Crystal Palace, have reported against retaining it, and adapting it to the purposes of a museum. It is expected, therefore, that it will be shortly taken down. A writer in the Times, in lamenting this determination, says:

"The building, which has cost the public above £200,000, may be purchased for less than £60,000, and would require an outlay of £20,000 to put in thorough repair. So that a total of £80,000 would not only purchase this building for a winter garden, but be the means of economising a projected outlay of at least £200,000 for additional buildings at the British Museum.

A subscription has been opened at Vienna for a testimonial to the nurses of the inn in which Marshal Haynau took refuge from Barclay and Perkin's draymen.

CRIME IN THE NORTH OF IRELAND.—The *Morning Chronicle* correspondent says,—"I have just seen accounts from the disturbed districts, which give a very disheartening representation of the state of affairs in a large district, comprising portions of Monaghan, Armagh and Louth, and state that the secret organization is gradually extending into Down and other counties. The worst feature in the case is that a formidable combination exists against the payment of rents, and such is the state of alarm amongst landlords, that several of them have given up all notion of enforcing payment [illegible] It is stated that the [illegible]

According to a late Parliamentary return, it appears that the number of persons employed on the railways of the United Kingdom at the end of June last, including those which were open and not open was 106,501. The length of line open was 6,698 and 29 chains, and the length in the course of construction 735 miles.

PUBLIC OPINION ABOUT COMMERCIAL NAVIES.—The lower House of the Pennsylvanian Legislature have instructed their representatives in Congress to vote against steamboat appropriations, by a vote of 27 to 5.

Mr. Thompson, Surgeon, British R. N., the inventor of the naval telegraphic lights, has submitted a plan to the lords commissioners of the Admiralty by which candles and oil may forever be dispensed with. This is accomplished by a simple and very ingenious method of using the slush from salt meats, now of no use. Her Majesty's ship Impregnable, flag-ship Devonport, has been lighted from stem to sterm on this new plan. The men in each ship, in place of having one dip of thirty-four to the pound, have now a light for six hours equal to sixteen dips, and from which, by the aid of a parobolic reflector, they are enabled to read thirty feet off.

The iron steam ship Great Britain, since the completion of her repairs has made a successful trial trip, preparatory to her first voyage to New York. She made her passage from Liverpool to Holyhead, rounding the Rock Light, a distance of 70 miles, in five hours and a half.

We have received the Overland Friend of China to Jan. 30. Not a drop of rain had fallen at Hong Kong, (with the exception of a five minutes' shower) for three months.

HIGHWAYS FOR CANADA.

It is interesting to contemplate the future of Canada in connection with railroads. Who is there that looks at the slovenly pace at which every thing moves, during a large portion of the year, that is not ready to wish for the day when we can move by steam in winter as well as summer—when then the rocking, jolting, sleepy stage, with the jaded *four* will be moved off the track to give place to the train with its tireless steam horse speeding onwards 40 miles an hour. That day is fast coming? Railways will soon be a fact in the history of Canada. The extremities not only of Canadian territory but of the entire provinces of British North America promise ere many years pass over us to be linked together with an iron chain. The chain that links them will moreover draw them into contiguity; for the tedious tiresome journey of a week will be *reduced* to a p