WESLEYAN DAY SCHOOL, HALIFAX. The Subscriber begs leave respectfully to intimate to Wesleyan Parents and to the Public generally, that the RE-OPENING of the above School will take place on THURSDAY the 15th of this March, when pupils of both sexes may be enrolled for arrangement in the following Classes—

PRIMARY DEPARTMENT.

Reading and Spelling, English Grammar and Geography, Writing and Arithmetic.

HIGHER DEPARTMENT.

Ancient and Modern History, Ancient and Modern Geography, English Grammar and Composition, Commercial Arithmetic and Algebra.

MATHEMATICAL AND CLASSICAL DEPARTMENT.

Equations in Algebra, Mensuration, Land Surveying, Physical Sciences, Euclid, Trigonometry, Astronomy, LATIN, GREEK, FRENCH, &c., &c., &c.

As Classes are to be formed in the different departments, a favourable opportunity presents itself for any who may wish to attend the Institution, and avail themselves of the advantages of the system of instruction pursued, which is one calculated to ENCOURAGE the Personal efforts of the students. It is desirable that pupils enter at the commencement of the Term.

ALEX. SIMPSON REID.

August 5th, 1850.

WISKS, TUBS, CLOTHES' PINS, BROOMS. Ex Halifax from Boston, for sale by W. M. HARRINGTON.

August 3.

CODLIVER OIL. A few doz. Codliver Oil, manufactured by an experienced hand, just received ex steamer Merlin from St. John's, N. F. For sale by W. M. HARRINGTON.

August 3.

ELASTIC CHEST EXPANDING BRACES The Subscriber being acquainted with the construction of Chest Expanding BRACES, recommended as a principal means of the prevention and cure of Consumption, by Dr. Fisch of Philadelphia, a physician celebrated for his success in the cure of that disease,—and being urged by several of his friends whom he furnished with them, to make it known to the public, he therefore takes this opportunity of complying with their wishes.

These BRACES are recommended to all slightly made or narrow chested persons; also for Round Shoulders or Diseased Spine, as a means of expanding the Chest, so as to give full play to the Lungs, straitening and strengthening the Back, and giving uprightness and symmetry to the body.

These Braces will be found beneficial to persons of all ages, especially to youth. They are not only designed for those who may be suffering from disease, but for both Ladies and Gentlemen as a preventive, and in all cases where there is a delicacy of constitution, or predisposition to consumption. Indeed they are serviceable under all circumstances, and are strongly recommended to the Ladies both as regards health and beauty, as a *substitute for stays*.

The Subscriber will furnish the Braces wholesale or retail, at prices as moderate as possible

MICHAEL HERBERT

Halifax, Feb 26. No 6, Argyle Street.

PURE COD LIVER OIL, for Medicinal use

April 9. WILLIAM LANGLEY, Hollis Street.

STAR LIFE ASSURANCE SOCIETY, OF LONDON Capital Stock £100,000 Sterling Chief Office, 44 Moorgate Street.

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Dy. Chairman, John Josiah Buttress, Esq.
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Medical Examiner, R S Black, Esq., M. D.

The Agency of the above Company has been in operation in this Province about 4 years, has made considerable progress, without yet having a claim, the rates are generally lower than any other London or Scotch Company, and the proportion of profit divided among the assured greater by far than any other, being 80 per cent, to per cent only to the Stockholders, rendering it at once both a Stock and mutual Society without any risk to the insured: their first Bonuses declared in May last were in some cases over three per cent per annum on the amount of Policy And on two Policies at this agency on which three annual premiums only had been paid, the Bonus added was over £2 per cent on the amount paid in, the mortality among the lives assured by this society were found to be 21 per cent less than had been calculated for The above are facts in favour of the "Star," which cannot be controverted, and should recommend it to the favourable consideration of all parties intending to insure. Policies effected on the participating principle allowed to come in on the payment of 3 annual premiums Thirty days allowed for the renewal of Policies after becoming due, and Policies expired can be renewed within six months, if the parties' health is not impaired and the payment of a small fine—a credit of half the premium which amounting to a certain sum, may be obtained for the first five years No extra charge made for crossing to and from England in Steamers or first class sailing vessels at any season, by advising the Agent of the parties intention. Policies are sent out by next steamer after arrival of Proposals. The attention of the Public of this Province generally and of Wesleyans in particular, is requested to the favourable terms, and privileges offered by the "Star" as above enumerated. It is admitted by all that it is the duty of every person having others dependent on them to provide for them while they have it in their power so to do, and in no way can this be done so effectually or cheaply as by paying according to their means a sum annually on a Life Policy It has often been proved even here to be of much benefit to widows and orphans, and so very uncertain are both life and health, of which we have had many sad proofs, that delays in these matters is dangerous, the only time to apply is while in Health Applicants will receive every information and attention to their requests by the Agent in Halifax, who furnishes all necessary Blanks, and Medical Examiner attends free of expense to the applicant All communications by mail must be prepaid DANIEL STARR, AGENT

Jerusalem Warehouse

(From the City Papers.)

The Portland Convention.

This interesting gathering which has enlisted the attention of all classes of the community, and from which we have abundant reason to expect mighty results, has been held. We have no hesitation in asserting the Portland Convention to be the most important movement in which these N. Am. Colonies have been called upon to take a part. And it affords us infinite gratification to learn that the New Brunswick Delegates, and also those from Nova Scotia, maintained the dignity of the provinces they severally represented, and acquitted themselves to the admiration of those who had invited them to the consultation.

The Convention is said to have been more numerously attended by business men than on any previous occasion in Maine.

Hon. E. Whitman, late Chief Justice of Maine, called the Convention to order, and after some remarks nominated I. Chadbourne, Esq., of Bangor, Chairman pro tem., who was unanimously chosen. Messrs. Haines, of Portland, and Thatcher, of Bangor, were chosen by the Chairman as preliminary Secretaries. Most of the Northern States, together with Canada and the Lower provinces, were represented at the Convention. A committee of 13 was appointed to report upon the permanent organization of the Convention. After an hour's deliberation by this committee the following were chosen as the permanent officers. Hon. J. Hubbard, Governor of Maine, President; Vice Presidents, Admiral Hon. W. F. Owen, H. Pryor, H. Chubb, J. Simpson, Hon. J. B. Cahoon, F. H. Morse, H. A. S. Dearborn, Gen. A Redington, Hon. T. Boutelle, H. C. Seymour, P. M. Foster, S. Belcher, E. L. Hamlin, A. G. Chandler, J. B. Forsyth, Hon. F. H. Allen, Dr. J. Robb; Secretaries, F. R. Angers, Quebec; A. Haines, Portland; G. A. Thatcher, Bangor; W. Jack, St. John; J. Ross, Nova Scotia.

The Governor was shortly after escorted to the Chair, by his Aids, and spoke in glowing terms of the important subject they had met to discuss. His remarks were concluded with these words:—Brethren of the British Provinces, we bid you welcome. Most cordially will we unite with the sons of our father land, in all the measures calculated to promote our common good, and to advance the cause of freedom and humanity.

Among the various documents read before the convention the subjoined letter from the President of the United States is not the least important. We dare aver it is worth *one million* toward the European and North American Railway.

WASHINGTON, July 27, 185

JOHN A. POOR, Esq.

Sir,—I have the honour to acknowledge the receipt of the circular of the Committee for the proposed Rail Road Convention to be held at Portland on the 31st instant, for the purpose of taking into consideration the various schemes which have been proposed for the construction of a line of Railway through the State of Maine to the Lower British Provinces, and to some good harbour on the eastern coast of Nova Scotia, together with your kind invitation, in behalf of the Committee requesting my attendance at said Convention. I extremely regret that my official duties here will deprive me of the pleasure of being present on that interesting occasion. But, feeling as I do a deep interest in all subjects of internal improvements which are calculated to develope the resources and advance the great interests of our country, I trust that your proposed Convention may be productive of the most happy results, and that through it, another link may be added to that chain which is binding more closely the great commercial interests of this continent to those of Europe.

With my thanks for your flattering invitation.

I am, very respectfully,
Your ob't serv't,
MILLARD FILLMORE.

Letters were also read from various influential persons in all parts of the Union.—Speeches from several gentlemen—including Mr. Wetts, of Fredericton, and the Hon. Attorney Gen. of Nova Scotia. The Resolutions, *nineteen* in number, were subsequently submitted, when the Hon. J. W. Johnston proposed an amendment. We publish the Resolutions below in full.

The North end of the Hall in which the Convention assembled, was hung with an immense map of the Provinces of Nova Scotia, New Brunswick and Canada, and also the State of Maine, whereon the various routes proposed for the Road are marked so as to be discerned at the other end of the Hall. The flags of Great Britain and the United States were hung on either side of the President's chair, and from the top of the building the flags of both nations floated side by side.

The following are the Resolutions carried at the Convention.

Resolved, That the spirit of the Age, and the progress of modern improvement, demand the most certain means of intercommunication, between the people of the Old World and those of the New

Resolved, That this object can be best effected by the construction of a line of Railway, leading from the great seats of population and business in the United States and Canada, through Maine and the Province of New Brunswick, to some convenient Port on the Atlantic Coast of Nova Scotia.

Resolved, As the firm and deliberate opinion of this convention, that the time has arrived when the construction of such a line of railway shall be commenced, and that it shall be designated THE EUROPEAN AND NORTH AMERICAN RAILWAY.

Resolved, That this Great Railway, connected as it will be with Ocean Steam Navigation and the railway systems of the whole of Europe and America, which traverse kingdoms, Kingdoms, Colonies, and States, for the advantage of all, deserves to be regarded, not by the commercial world alone, but by the statesman, the lawgiver, and the philanthropist, as one of the greatest links in that mighty chain which is fast encircling the whole earth, strengthening the bonds of brotherhood and Christian fellowship, multiplying the ties [illegible]

[illegible] constitute of all mankind, but the great Commonwealth of Nations.

Resolved, That as a network of railways now overspreads a great portion of the United States and Canada, and extends from the Far West to the valley of the Kennebec in one unbroken and continuous line, it is expected that the European and North American Railway Board consist of an uninterrupted line of communication by land from the valley of the Kennebec eastwardly through New Brunswick to the Eastern Coast of Nova Scotia, from whence the Ocean may be crossed by steamships, to the Western Coast of Ireland as the shortest Ferry across the Atlantic.

Resolved, That as a means of communication for all time between the Nations of Europe, and the whole of North America, the Railway should be built in a durable and substantial manner.

Resolved, That by shortening the time of transit across the Atlantic Ocean by at least one third the entire business travel between Europe and America will be eventually drawn over this line of Railway.

Resolved, That the through business which the proposed line of railway must command, independently of way and local traffic, will render it a most profitable undertaking, and cause the commercial value of its stock to be equal to that of any railway in the world.

Resolved, That from the valley of the Kennebec in Maine, to the Eastern terminus on the Atlantic Coast of Nova Scotia, the proposed line of railway will traverse a country abounding in natural resources, and possessing all the elements of wealth and commercial greatness in an unusual degree; that although now sparsely populated, this line of country under railway influence will soon become densely peopled, and every species of industry will be called into existence among its inhabitants.

Resolved, That this Railway demands for its completion, the united and vigorous action of citizens of the United States—of all British subjects—and of all who desire to promote agriculture, commerce, manufactures, and the progress of the arts and sciences in connection with the firm establishment of peace and good will upon Earth.

Resolved, That the State of Maine, and the Provinces of New Brunswick and Nova Scotia shall be called upon to grant concurrent charters for the incorporation of Companies to construct the proposed Railway from the valley of the Penobscot to the eastern terminus in Nova Scotia.

Resolved, That in addition to individual subscriptions for shares in the proposed companies, the aid of the public resources of Maine, New Brunswick and Nova Scotia, shall be solicited to the extent of one half the cost of this line of Railway; that grants of the public lands near the line, shall also be asked; and that the Province of Canada shall also be solicited to contribute toward the construction of a work of such great importance to its public and private interests.

Resolved, That a special appeal shall be made to the stockholders of all railroads between New York and London, for aid to this railway, which to them will be of much pecuniary advantage, by promoting an endless stream of travel and traffic.

Resolved, That application shall be made to the Governments of Great Britain and the United States respectively for conditional contracts for transporting the European and North American Mails over this railway, for a long period, at remunerating rates.

Resolved, That no subscriptions for shares shall be asked, until Acts of Incorporation are first secured, and the necessary aids of the Legislature, and of the public lands are first obtained.

Resolved, That the Legislature of Maine now in session, shall be called upon to grant a Charter forthwith for the incorporation of a Company to construct that portion of the line between the valley of the Penobscot and the eastern boundary of the State.

Resolved, That a Central Executive Committee of seven shall be chosen for carrying out the various measures indicated in the foregoing resolutions, and effecting such other subjects as will best ensure the speedy commencement of the work.

Resolved, That the Central Executive Committee shall appoint local Committees along the proposed line, to correspond with the Central Committee, and facilitate the progress of the work.

Resolved, That the proceedings of this Convention shall be carefully and authentically drawn up and published in convenient form for general circulation in Europe and America.

LATEST INTELLIGENCE

The R. M. Steamer Asia arrived on Thursday night, at half-past 9 o'clock, from Boston, in 55 hours.

The aspect of matters at Washington looks favourable. A new bill introduced by Mr. Pearce in the Senate, disposing of the boundry dispute between Texas and New Mexico, it is said, will pass.

The President has declared his intention to protect New Mexico from invasion by Texas.

A fearful conflict occurred in New York on the 5th instant, between the German tailors and the police of the 16th, 18th, and 19th wards. It arose from an attack by the former on the horse of a tailor, who was supposed to be working for a boss under prices. Several of the police were severely wounded: two of the tailors are reported killed, 20 or 30 wounded, and 40 thrown into prison.

The hurricane which occurred at the Windward Islands in July, was most disstrous in its effects to shipping. Two British ships with their crews, numbering 20 souls were wrecked at St. Kitts. Several lives were lost on shore. Sch

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Marriages.

On Wednesday evening last, by the Rev. R. Knight, Mr. James Lounds, to Miss Abigail Graves, both of Port Hood, N. S.

At St. John's, Newfoundland, on Wednesday, 24th, by the Rev. E. Botterell, Mr. James Norris, to Miss C. Butt, both of St John's.

On the 27th ult., by the Rev. John Martin, Mr. Joseph Trider, junr., to Miss Lucy Lesser, both of this city.

On Sunday the 4th inst., in the Wesleyan Chapel, Lower Pilip, Mr. John E. Wells, of Wallace, to Eleanor Ann, fifth daughter of Mr. Richard Thompson, of the first named place.

At Lower Horton on the 27th July, by Rev. T. H. Davies, Charles G. Donkin, Esq., of Amherst, to Miss Susan Fuller, of Horton.

Deaths.

On the 2nd of August, in the 47th year of her age, Mrs. Margaret Lawlor, a native of Wexford, Ireland.

At Kingsland, London, on the 24th July, Mrs. Eliza Stephens, daughter of the late Dan Whitman, of Halifax.

At Brooklyn, N. Y., on the 20th July, of small-pox, aged 31 years, David B. Clarke, son of the late D. S. Clarke.

Shipping News.

PORT OF HALIFAX.

ARRIVED.

Saturday, August 3rd—R. M. Steamer America, Shannon, New York, 29 hours—92 passengers, 12 for Halifax; schrs Primrose, Grawson, Mayaguez, 16 days—Fairbanks & Allisons; Indus, Day, Baltimore 9 days; Jane Sprott, Bollong, New York 6 days—P. Power & Sons; Victoria, Locke, do 7 days; Siberia, Bollong, Baltimore 9 days—W. Pryor & Sons; brigt Manilla, O'Brien, New York 5 days—Fairbanks & Allisons; Dandy Jack, Vigneau, do 9 days; brigt Cadoras, Garrett, do 10 days; Waterloo, Parker, Philadelphia 6 days; Barbara McDaniel, P E Island; Providence, St George's Bay—Duffy & Co.

Sunday 4th—R. M. Steamer Merlin, Corbin, 3 days from St. John's, N. F., via Sydney, C. B. to S. Cunard and Co.; brig Village Belle, Melchior, 12 days from Fredericksburg, to S Cunard & Co.—left Mary Sophia, Parkerson, waiting freight for Halifax; pkt schr Liverpool, Lawson, Liverpool; schr Virginia, ——, Arichat—to P Power & Sons; schr America, Criswell, 7 days from La Poile, N F, to master—left Ocean Queen, hence; schr Caledonia, Grinlin, Ragged Islands.

Monday, 5th—Brig Hawk port, Holmes, 8 days from Philadelphia, to J W Johnston; brig Griffin, Webb, 20 days from Trinidad de Cuba, to Scriven & Wainwright; brig J W Johnston, Payson, 9 days from Philadelphia, to P. McLean; barque Scotland, Kehoe, 23 days from Quebec, to Creighton & Grassie; schr Victoria, Belding, Port au Basque, to W. Pryor & Sons; schr Sarah, ——, Cape Breton, to Fairbanks & Allison.

Tuesday, 6th—R M Steamer Cambria, Leitch, 10 days from Liverpool, to S Cunard & Co; barque (Prussian) [illegible] Nova Scotia, 46 days from Liverpool, to Cochran [illegible]

Wednesday 7th—Brig Belle, Laybold, Boston, 7 days [illegible] passengers—to B Wier & Co; schr [illegible] Gloucester, to J McDougall & Co; Sarah, Nickerson, Boston, 72 hours, to S Cunard [illegible]

CLEARED.

August 2—Schrs Lion, Lorraway, Newfoundland; Rose, Bloomer, Labrador; Waterloo, Grawson, Boston; Red Rover, Lemont, Quebec; St Croix, Forrest, do; Lively Lass, Kinsman, do; Water Witch, Bright, Virginia; Thistle, Kinsman, do.

August 3—Brigt Union Oil, Ely, St George's de Cuba; schr Caroline, Brown, Bay Chaleurs; Maria, Mercier, Quebec; Bloomer, Gray, Gaspe; N F, Anna Irvin, B W Indies; Maria Esther, Bonsaint, Quebec.

August 4—Mary Pringle, Allard, Quebec—Master; Lady Jones, Quebec—master; Adelaide Victoria, Rankin, Quebec, master; Lucy, —, Grassie & Grassie; Mary Louise, Lavoie, Quebec, molasses; T C Kinnear, Halifax; Creswell, Bedford, P E I—Master; Brook, Mitchell, Madras—Creighton & Grassie; Victoria, Lavoie, Quebec, molasses—N J & J T West; Prince Edward, Quebec—Master. Thomas Pride, Bo W Indies; Isabella, Burgeo—W Mortimer; Providence, Bay St George's Bay; assorted cargo—Bourneuf & Brown.

August 5—Mary Pringle, P E I, assorted cargo—G R Smith; John Bourne, Hector, Newfoundland, assorted cargo—Starr & Twining; Maria, Bonsaint, Bay Chaleurs, assorted cargo—J & A Tobin; Mayflower, Sampson, Charlottetown, P E I, assorted cargo—E A Rice & Co; Confidence, Ogilvie, Lewis, Bo West Indies, assorted cargo—Duffy & Co; Primrose, Joncas, Gaspe—master.

August 6—Victory, McLennan, St George's Bay, assorted cargo—W. Lawson; Flying Scud, Lindsay, Sackville, N B, assorted cargo—B Wier & Co; Providence, Collins, St George's Bay—B Wier & Co; Cumberland, Fulton, Boston—S Cunard & Co; Falcon, Cook, Boston—S Cunard & Co; Fame, Hunter, Bermuda, assorted cargo—S Cunard & Co.

August 7—Mary Mitchener, Harrison, Quebec—Cochran & Co; Fairy Locke, B W Indies, assorted cargo—John Strachan; Skylark, Trivett, Gloucester, B W Indies, assorted cargo—G & I Mitchell and Co; Jane Sprott, Bailey, Bay Chaleurs, assorted cargo—Fairbanks & Allisons.

MEMORANDA.

St Thomas, July 15—Arr. Wm Penn, M Neil, Halifax.
Barbadoes, July 25—Sailed Lovely Rose, Card, Windsor, 30—arr. Nestor, Wier, Halifax.
Boston, July 31—Arrived Velocity, Marks, Halifax.
Aug. 2—arrived H C Archibald, Pitts, [illegible]
New York, Aug. 3—Arr. Rachel, Corbin, Halifax.
Miramichi, Aug. 2—Sailed Mary Caroline, Hart, [illegible]

THE WESLEYAN is published by C. Pugsley, at the WESLEYAN OFFICE, [illegible]

TH

Vol. II.—No. 6.] A FAMILY

Ten Shillings per Annum.
Half-Yearly in Advance.

Poetry.

If I were a Voice.

If I were a voice, a persuasive voice,
That could travel the wide world through
I would fly on the beams of the morning
And speak to men with a gentle might,
And tell them to be true
I would fly, I would fly over land and sea
Wherever a human heart might be,
Telling a tale, or singing a song
In praise of the right—in blame of the wr

If I were a voice, a consoling voice,
I'd fly on the wings of air;
The home of sorrow and guilt I'd seek,
And calm and truthful words I'd speak,
To save them from despair.
I would fly, I would fly o'er the crowded
And drop like the happy sunlight, down
Into the hearts of suffering men,
And teach them to look up again.

If I were a voice, a convincing voice,
I'd travel with the wind;
And wherever men to idols bowed,
I'd publish in notes both long and loud
The Gospel's joyful sound.
I would fly, I would fly on the wings of
Proclaiming peace on my world wide wa
Bidding the saddened earth rejoice—
If I were a voice—an immortal voice.

Christian Miscellan

"We need a better acquaintance with the th
reasonings of pure and lofty minds."—*Dr. Sh*

Politics and Religion.

The distinction set up betwixt and religion, when, at the same t State intermeddles with religion a politics, will not hold in any case, fectly absurd and out of place as practice. The moral governmen embraces all interests, political a ous; and it is impossible for a what is called secular policy to be but it must fall under the divine tration, be tested by the infallible God's mighty and universal rule, a posed to the blighting influence o lediction,—it may be slowly, but king effect,—or else be sanctione approval and blessing. Then, as ference betwixt the responsibiliti tions and individuals. What ar ber individuals? Moral responsi never be lost, unless there are co life in which men cease to be mo Assemblies of Statesmen convene tion and national purposes, cann late this accountability. The set inoted questions by majorities, by individual volitions. The these majorities can only carry sures by convincing the judgmen ing their supporters by the bribes tion or of money, or else by the superior intellect. In any of th the responsibility rests with the that, after all, national acts ar of men. A personification of th often imagined in these matters, be allowed in poetry, but not in religion. In this the union of al and minds, of the general jud conscience, of principle, honou rality, are incorporated in *statesmen* so that no one in p supposed to do right or wrong of the many, and they share th bility among them. In this way sonal to, of the most conspicuo