THE POLICY OF ROME.

Signor Gavazzi delivered a lecture, on Monday last, at St. Martin's Hall, in London. He's review of the march of Popery during the last year, and is characterized by his usual eloquence and even when than his usual asperity. Nothing can be more true or more worthy of the most profound consideration, not only of the religionist," but of the statesman, the patriot, of all who are interested in the preservation of our free constitution, than what he says about the Papal Government of this country. We give it without abridgment:—

"In the records of the policy of Popery in Ireland, we find some so shocking that the recent order to the Roman Catholic prelates to abstain from political action, was, in fact a blind to cover more secret and determined exertions on the part of the priesthood in political questions. The sole reason for the prohibition was to advance more effectually the interest of the Church of Rome. Did they suppose that Rome, having in the first place gained the power of appointing the bishops of the Irish Church without any regard to the opinions or wishes of the people of the Irish Church, as in case of Dr. Cullen, would not proceed still further in its course of centralization? Their members of parliament would in fact be returned by the bishops—the bishops by the court of Rome: and instead of having Roman Catholic members returned by parish priests, who might differ among themselves, we should in future have one man speaking with the voice of the bishops and the bishops speaking with the voice of Rome. Could any one suppose that the order to abstain from meetings interference meant that the Irish priesthood were not to interfere in politics? If so, he pitied their simplicity. Where there was a contest he preferred always to hear the voice of an enemy. Silence was dangerous. In the Houses of Commons, no doubt, the "Pope's Brass Band" was a minority, but remember there was another minority, and if Rome concentrated all its powers on the creation of a minority actuated by one motive and pressing forward to one object, it was the duty of the people of this country to watch with the utmost jealousy such a policy as that which had just been inaugurated in Ireland. The career and death of Frederick Lucas was the most emphatic commentary upon that policy that could be adduced. He wished for the free action of the Irish Church in Ireland, as opposed to that of the episcopacy yielded by and from Rome. Mr. Lucas went to Rome, and stayed there some time, endeavouring to carry his views. He came back worn to a skeleton, and dept in his grave almost a young, certainly a strong man in the very pride and prime of life.—That grave taught a lesson not to be forgotten. It was now known that in Ireland Ribbonism had greatly increased during the past year. He asked his hearers on that point not to be mistaken. As an Italian—as a Roman Catholic priest—he had known the same organization under other names, as the Society of Faith, and in other shapes the same objects were kept in view; and whether the confessional absolved the assassin in Italy or in Ireland, the result was the same—the hand that struck was the same, the purpose in view the same." (Applause.)

The organised managment of the late Meath election, where parish priests presided in every booth, and effectually crushed every spark of independence or free action in the electors, has torn aside the flimsy "blind"—if indeed it ever was intended that it should deceive any human being endowed with the common faculties of eyes and ears—the prohibition of the Irish priests to engage in political action. Such an order (if those priests are bound to obey it) must have been written in "Ecclesiastical Latin," which according to Cardinal Wiseman, is to be construed in a sense contrary to the words; for the arrogant dictation of the whole body has never been carried on with a louder voice, or by more systematic concert and arrangement, than since we first heard of it. The interdict, as Signor Gavazzi explains it, only forbids a guerilla warfare where loyal objects and motives might prevail, to the hindrance of a cause which is to be prosecuted with the deadliest power against the common foe, by a concentrated movement under an experienced and commissioned chief.

That Rome does not mean to rest in the arbitrary nomination of one man alone for working this policy, but "will proceed still further in its career of centralization," the rumor which came to light since the publication of Signor Gavazzi's lecture, of Doctor Miley's appointment to the chair, or the renowned J. K. L., is a startling evidence. Our readers have not forgotten Dr. Miley, O'Connell's spiritual director, the author of numerous rabid distribes against the religion of the Bible, and those who profess it; who, from his seat in Marlborough-street, so often outroared the Lion of Tuam himself in bitter invective against Protestantism, and was so highly prized for his tirades, that the Pope, at the special recommendation, we believe, of Dr. Cullen, placed him at the head of a seminary of Irish priests in Paris.—There he has been laboring for some half-dozen years, nursing the principles and imptoving the hearts of youth, to be turned loose upon Irish society as soon as they are fit for work assigned to them; and now, having been so long buried as a schoolmaster, he must be dug up as a bishop, and set over the college at Carlow, which furnishes spiritual flambeaux for that county and for the adjoining districts of Kildare and Queen's County.

So does the bostie row; and Signor Gavazzi is right. The priestly agitation which Rome disapproves of is that confused misdirection of the elements of strife, where, one squall might haply be counteracted by another, and nothing but pure mischief ensue. What she aims at, and is diligently providing for, and unless vigorous measures be taken to baffle her designs, will most surely accomplish, is a stiff, steady, concentric storm, directed by master spirits of her own appointment, to the overthrow of the State, and the rooting up of its foundations.

THE LEGISLATURE.

(From the Morning News.)

RAILWAY DEBATE.

Mr. James A. Harding rose for the purpose of obtaining further information in respect to some features of the scheme now before the House. He was disposed to look at it in a business point of view. The first point to pay Jackson & Co. £90,000.—According to the certificate of Mr. Morton, the value of the work done and the materials on hand were in December, 1855, estimated at £102,000. Very little he believed had been done since, and he were in the absence of sufficient data to arrive at a correct conclusion respecting the works.

Mr. H. next entered into a calculation of the value of the materials on the road, and the position of matters connected with the line between Shediac and the Bend. The result of the calculation was, that after deducting the amount yet to be acquired on the completion of the line between the two places from the gross sum, the full value of the work would be £80,000, added to which the sum of £14,000 for materials, would make in all £94,000. He would ask members to look at this and see if we had sufficient value for £90,000. It was here stated to Mr. H. there were two locomotives worth £10,000. This he admitted would make in all £92,000. He (Mr. H.) wished to place the matter fairly before the Country. He agreed that something should be done, and that the Province should not be behind this age of lightning and steam. As matters now stood it became a question whether it was better to pay £90,000 for the Railways immediately, or allow a claim of interest for £15,000 to stand in the way of dealing with such enterprises. Mr. H. referred to the Province as a country which had been neglected by Mr. Johnson, a remark which had been followed by Mr. Johnson, who compared that gentleman's conduct in regard to the Company and Province, to his conduct in other matters. He (Mr. H.) did not wish to see one cent for their work. If the Province had been an American he would have contributed for the Province as a matter of course. He (Mr. H.) must have further evidence before he is convinced that they were truly

[illegible] in Canada, and believed [illegible] country, and he [illegible] that [illegible] Mr. Johnson, [illegible] of [illegible] course Nova Scotia had pursued in respect to Railways.) He believed their capital, when introduced into the Province, should by the vitality which it created pay its own interest, and he held to the principle that it was not necessary to tax any property for more than its own actual wants. Mr. H. alluded to the Debt that the Province was likely to incur in this scheme. Our liabilities the previous year would be £[illegible], the interest about £[illegible]. If it be assumed that our increased interest would be £25,000, he thought the house ought to be careful how they imposed any additional duty. He (Mr. H.) had a horror of taxation, and was not willing to take this responsibility of voting for this 2 1-2 per cent duty, until he had further information upon the subject, he did not think the Province was in such a deplorable condition that might represent. We were last heard of in the English market to the amount of £3,000, and he believed that within the last few years from what had occurred, the people on the other side of the Atlantic had faith in the progressive principles peculiar to the people of North America, that would lead to the placing of our Bonds in a more favourable position in the English market. He agreed with the Attorney General that Emigration would be promoted by Railways as it had in other countries; but he did not agree with him in respect to the deplorable condition of the Province by the young men leaving it. This he [Mr. H.] contended was the result of our climate, and must necessarily occur in consequence of the disposition among people to move to and fro, and hither and yon. Mr. H. in conclusion, referred again to the Railroad materials. He believed the plant, carts, waggons, &c. were totally useless. He would not at present say, in the absence of full information whether he should vote for or against the Bill.

Hon. Mr. Tilley said that Mr. Brown had been taken to task for advocating the principle that Railways were required in the Province, but after what had fallen from Mr. End and Mr. Kerr he thought it absolutely necessary that Mr. Brown should have spoken as he had. He would ask the attention of the honorable members to the diversity of opinion entertained by the opponents of the scheme. First, there was Mr. Gray, whose political necessities rendered it essential for him to oppose the Bills, not, however, on the grounds that the scheme was too gigantic; then there was Mr. Kerr, who was truly favourable to a magnificent and glorious scheme in the shape of a Railway from Shediac to the Bend, and this sentiment was responded to by a "hear, hear" from Mr. Gray. He [Mr. T.] was surprised at the views expressed by Mr. Gray, considering the great interest which he had for years past manifested in the construction of Railways; and he would put it to the House if the scheme was defeated what position would we be in respecting Railroads after such an expressed difference of opinion as had fallen from honorable members.

The hon gentleman then proceeded to state the reasons by which he had been influenced in giving his support to the present scheme. Individually he had some state in the Province, but he had not looked at the scheme in a sectional point of view. The Government in preparing it had done so as the owners and representatives of property in the Province, and he had come to the conclusion that as the money could be had and the interest paid it was desirable and necessary for the Province to contract a debt. The advantages that would result from the increased valuation of property would be participated in by all; and it was for the interests of the Province that such works should be undertaken. He believed that the men who opposed the scheme had their lamp of caution excessively large; but that their real object was either to tie up the question or else break down the Government. Respecting the Jackson contract he was of opinion that the arrangement that had been made respecting it was the very best that could have been made, and what had been done by the Attorney General had met with the approbation of the Government. He felt that it was necessary the scheme should be as general as possible. It was difficult, however, to satisfy all members, each of whom wished for Railways in their own particular section of the Province. Respecting the St. Andrew and Woodstock line, the Government would continue to do all they could for its advancement.

The hon gentleman then dwelt at some length upon the difficulties in which Messrs. Jackson & Co. had placed the Company, of which he [Mr. T.] was a Director. These difficulties were the result of the action of Jackson & Co. respecting the bonds, their virtual agreement to take 70 per cent of the Stock of the Company; their position with Mr. Archibald, and their refusal to pay their portion of the dividend which the Company found it necessary to call for when the land claims were presented. The next were explained the cause which had lead to Mr. Ritchie's mission, the result thereof, and the position assumed by Jackson & Co., in asking certain facilities after neglecting to fulfil a contract into which they had solemnly entered. Mr. T. next took up the letter of Jackson & Co., and commented upon what he termed the "special pleading" contained therein. Some questions were here put by Messrs. Gray and Kerr, and replied to.] Also the unanimity displayed by the Board of Directors in rejecting the proposals made by Jackson & Co., last June, and the conclusion that it would be cheaper for the Province to undertake the construction of Railways. Reference was then made to speeches delivered by Messrs. Gray & Street on former occasions in which they assumed the position that Railroads could be built for £5000 a mile, and their subsequent statement that it would take a much larger sum. He was confident that by prudence and economy the greater portion of the line between St. John and Shediac could be constructed for £5000 (currency) a mile; and when completed according to the calculation of Mr. Gray would pay 4 per cent. This would assist in paying the interest upon capital borrowed for the construction of other lines. Mr. T. commented upon the position of affairs with the Company and the course pursued by the Government. He believed the opposition would have denounced them as a *do-nothing* Government if they had not taken any action in this matter, and he, further believed that until this contract was got rid of we might given up all hope of constructing Railways in this Province. He also commented upon the fact that in case of a suit for damages, the majority of the Directors were representatives of the Stock of the Company, and hence the impracticability of being able to institute a suit against the Contractors.

The hon. gentleman then spoke of the work and materials and their value, some of which he would admit had depreciated, but the surveys, rock excavations (near St. John) and other works, were worth as much as if completed by the Province for a new undertaking. He thought the arrangement was satisfactory, and that the Province had received a full equivalent for the money. Allusion was next made to the fact that Mr. Gray had stated that the Bills should not be passed on account of their not being in strict accordance with the terms on which the money was obtained, and who immediately after had decried the arrangement as a most dissatisfactory one. Mr. T. next referred to the 2 1-2 per cent, duty, and justified this as an essential feature of the proposition, and the arrangement as even more satisfactory than that made by Barings with Canada and Nova Scotia. Mr. Boyd had proposed a tax of penny per acre, but he would like to know if this would not also have to come from the people. In respect to the increase of capital and population, warranting the payment of interest, if this was discovered to be realized it would be a very easy matter and very popular to take off the duty.

The hon. gentleman again commented upon the views expressed by the opponents of the scheme, which one member had termed "an illegitimate offspring of the Attorney General's; another said it did not go far enough, and a third only wanted a Line between Shediac and the Bend. (Mr. Johnson—To be constructed at the rate of a mile a year.) He (Hon. Sec'y) believed that if the Bills were not passed there would not be a mile of Railroad in the Province (except St. Andrews) on the 1st January, 1858.

In concluding his speech, Mr. T. again dwelt for some time upon the advantages that would accrue to the Province from the construction of Railways, and enumerated the advantages that would result from the financial transactions being entrusted only to one company of capitalists. His views were the same as they would be irrespective of his connection with the Government. Mr. T. made some further remarks in reply to Mr. Kerr, repeating the salarieas of Directors, and in conclusion reiterated his assertion that New Brunswick would be without Railroad for years unless the Bills passed.

[Correspondence of New-Brunswicker.

Mr. Earp said, the St. Andrews and Quebec Railroad did not appear included in the scheme at all, and he was therefore much dissatisfied. That road had been badly treated by the old government and by the present one too. There seemed to be a feeling against it from jealousy or some other cause, which he could not tell, and which he thought was unfair. He spoke of the large amount expended—the investment of English capital, and then going through with inuendo, say what they might about other places, it was the best route, and would pay the best of any in the Province. He did not know, however, if the Government would endorse that horrid incubus, the Prohibitory Law, but that he would support them—but nobody could stand that.

The Surveyor General said, he could not agree with the remarks made by his colleague about the St. Andrews road. He was as much interested as any one, and wanted to see it go on. His boys and himself had both embarked in it, and were sufferers by it; but he was bound to say he thought the St. Andrews road had received as much encouragement fairly both by the old Government and the present. He believed they had gone as far as they had been permitted, and the Company had no fault to find. But the fact was, a part of the Company in England mortgaged the whole lands, and had disposed of it in shares in Flanders and France, and half the places in Europe. The hon. member then proceeded with the history of Railroads in this Province from the time of the first survey, twenty years ago, down to the present time. He considered the present scheme far the best for the country, and the only one which could be adopted.—The hon. Surveyor General wound up by a humorous quotation from Addison on the uses to which lightning was expected to be put at the time of Franklin's first discovery.

Mr. Gray said the question was not whether railways should or should not be introduced into the Province—everybody was agreed upon that subject. The question now was, whether the arrangement made by the Attorney General in England was a good one for the Province; and whether the Government Bills carried out that arrangement. The Government was extremely culpable in not replying to the propositions of Messrs. Peto & Co., which was received by them in July last, but was not answered until the 20th November following. That proposition, he [Mr. Gray] thought should have formed the basis of negotiation. From the change of circumstances since the contract was made, owing to the war, and the position of the Railway Company in this Province—as also to the fact, that the bonds of the Company could not be made available, because the Provincial bonds were by law a primary mortgage on the railway and on everything belonging to it, it was only reasonable that there should be a modification of the contract. Under circumstances somewhat similar, several modifications of the contract for the Grand Trunk Railway of Canada had taken place, and the construction of that great work had gone on without interruption. But here, the Government had taken no action, and consequently the railway works remained at a stand. Mr. Gray contended that there was nothing in Sir Morton Peto's letter of 8th of June, to authorize the conclusion that the contractors did not intend to proceed with the railway, but quite the contrary. It was stated by the Atty. General that all these bills would turn upon the agreement to pay the contractors the sum of £47,000 sterling, in addition to the sum of £43,000 sterling which they had already received; but in order to understand what would be most beneficial for the Province, Mr. Gray said there were three propositions to be examined:—

First—The original Contract with Jackson & Co., with the total liability, and annual liability for interest thereon;

Second,—The proposition in Sir M. Peto's letter of 8th June, and the total and annual liabilities thereby involved:

Third,—The proposition involved in the Government Bills, and all the liabilities those bills proposed to create.

With reference to the first of the propositions, Mr. Gray said that by the contract with Jackson & Co., of 29th Sept. 1852 the Government incurred no liability beyond £3000 per mile, of which £1200 per mile was by way of loan, secured by a first mortgage on the railway and appurtenances, and the remaining £1800 per mile was as payment for shares in the Company—consequently the whole liability from St. John to Shediac would be—

Stock, 107 miles, at £1800 per mile,	£192,600
Loan do. at £1200 per mile,	128,400
Total liability of the Province,	£321,000
Balance to be paid by bonds of the Company, at £2507 per mile,	374,500
Total cost under the original contract,	£695,500
The second proposition, by Sir M. Peto's letter of 8th June, 1855, resulted thus:—	
25 per cent. of Stock taken by Contractors,	£173,875
25 per cent. do. do. by the Government,	173,875
Balance to be loaned by the Province, with primary security on the road,	347,750
	£695,500
By this plan the Government would incur liability for stock,	£173,875
For loan secured by mortgage,	347,750
Total Provincial liability under this plan,	£521,625

For this amount of liability the Government would receive 50 per cent. of the profits of the road, and the Contractors would pay the interest on the Government Bonds, the Government meant time having the entire control of the road.

The third proposition was that of the Government, by which they contemplate building the road as a public work, at the sole expense of the Province, and at the estimated cost of £695,500

The annual liabilities under those three several propositions would be as follows:—

First proposition—annual interest to be paid by the Province on Debentures, for £331,000, at 6 per cent., free from commission or extra charges, £19,260

The Province would own stock to the amount of £192,600, under this first arrangement, and would derive a share of profits, to be applied toward the payment of interest.

By the second proposition, (that of Sir M. Peto) the annual interest to be paid by the Province would be on the sum of £521,625 at 6 per cent. —£31,297.

Of this Provincial liability under this arrangement, 25 per cent, or £173,875, would be for stock, on which dividends would be received.

By the third or Government proposition—estimating the cost of the railway at the original contract price, because, assuming the cost of railways in Nova Scotia as a criterion, it could not be built for less,—and allowing for deterioration in value of useless purchase—the annual interest would be on £695,500 sterling, at 6 per cent. with 2 per cent. additional, on the average of each year, for commissions, and brokerage,—in all, sterling £55,640.

Mr. Gray next proceeded to say that the Government bills do not carry out the representations made by the Attorney General to Messrs. Barings, upon which they agreed to advance money; and that the proposed payment of £47,000 sterling to Messrs. Peto & Co., is a violation of the same agreement. This, he considered important; because Messrs. Barings cannot be held bound by any arrangement different from that which they have assented, and the legislation here would be perfectly useless. For that arrangment the House could only look to the written papers, as idle conversations with the Attorney General amounted to nothing. The routes on which the money is proposed to be expended, are entirely different.—The Provincial debt is represented by the Attorney General in his letter to Messrs. Barings, at £135,000; whereas by the report of the Committee on accounts, it amounts to £221,000. The tariff is represented by the Attorney General as likely to yield, during the coming year, no less than £120,000; while the Provincial Secretary says it will only amount to £115,000. The proposal of Messrs. Barings restricts the Province to a total liability of £800,000; and no issue of bonds beyond that amount can take place without their assent. All bonds must pass through their hands; their acceptance to be a charge upon the revenues of the Province; and while they have the refusal of these bonds at par until March 1857, they are not compelled to advance beyond £50,000. But the debt to the Savings Bank, and the amount to be paid Jackson & Co., must equally be secured upon the revenues; and therefore, Messrs. Barings may object to the amounts, as lessening the value of the security upon which they agreed to advance. In consequence of the Schupler and Sadler decisions, he (Mr. Gray) believed that Government securities must advance, and if our Provincial affairs were well managed, Provincial debentures would be sought as an investment. The Province ought not therefore be tied to anybody.

Mr. Gray next went on to say that it was an attack they having been taken up and on partition that members might expound all the government Bills. Government called 2.5 per cent on the Land Bill. Carried 26 to 16. The division stood:

Yeas—Messrs. Street, Kerr, and others.

Nays—Messrs. Gray, End, and others.

1st Sect. (1st clause filled up)	46,000
2nd do.	43,200

Hayward briefly complained that the country would be ruined.

The Sect. passed, however, by same division.

3d Sect. passed	do
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Land Bill as amendment—lost by large majority.

Other Sections passed, which Attorney General defined his intention of proposing an additional Section to the Bill, and the Chairman left the Chair, reporting progress.

Col. Maynard stated and said it was no use to legislate any more. He acknowledged that he was out of patience, but he felt that the Province was ruined.

A message from the Legislative Council informed the House that certain Bills had been assented to.

Mr. Gray asked for further documents in relevance to the Saint Andrews and Quebec Railway.

Mr. Kerr complained that the Clerk of the House guilty of mistake in the matter of a petition from Zebulon Jones and other inhabitants of King's County praying that the Shire Town be not removed. He saw on the Journals that the word "not" was omitted, and he wished the error rectified, that he might not be placed in a false position before his constituents.

The Morning News.

SAINT JOHN, N. B., MARCH 28, 1858.

DISASTROUS COMPROMISE.

The Executive Councillors foreseeing that the tenure of their offices was about expiring to the unspeakable satisfaction of an insulted people, were determined by hook or by crook to carry the first of their series of Railway bills. In order to accomplish this disastrous scheme, they have, under the influence of a vain imagination, held out to the country that, to use the language of the Attorney General, the Province shall be "girdled with railways." All very fine, but we would ask the wiseacres, where is the money to come from which is to pay for this magnificent cordon?

Is New Brunswick to be forever pinned to the sleeves of London capitalists? Are they the proper individuals to controul the destinies of our country? Are they fit to have a veto upon our legislation, and in the end, when our enormous liabilities become due is it safe to trust them with the power invested in the office of a Sheriff in order that the fair domains of the land shall be sold at the hammer, and the people like serfs transferred to taskmasters?

When it was found that members representing localities where no railways should be built for years to come, at all events, not until after the financial ability of the Province was widely different from its present disastrous condition, and it was at the same time ascertained that such impracticable men would sanction no scheme, unless their imaginary wants were complied with, then upon the instant the whole scheme should have been abandoned, in preference to making unreasonable concessions to its opponents by pledging the revenues of the Province in aid of obtaining ruinously expensive works, which will be far beyond the pecuniary resources of the people to encounter. But no, this honest and manly course would not suit the views of our disinterested and patriotic government. They must yet cling to office until the country is hopelessly and irretrievably ruined.

The increased duties proposed on a government measure will soon destroy our trade. Whilst the Prohibitory law, another government measure—so amply proved by the admirable Dispatch of his Excellency—by effecting a sacrifice of 30,000l. per annum, is admirably adapted to hasten the consummation. Oh! ye prudent, economical, wise and patriotic masters; it is a wonder to us, that notwithstanding the skill exhibited by you in compromising and bringing over the "loose fish" for your purposes, you yet can find a majority to aid you in your daily efforts to plunge the Province into the slough of despond, and to fill the breast of every right minded man with feelings of dismay.

But the end is not yet—and the constituency of the Province feel pretty well assured that his Excellency will afford them an opportunity of expressing their opinion on the measures brought forward by the Executive, so deeply affecting their interest.

[By Telegraph last Night.]

Fredericton, March 27.

House in debate on second Railway Bill for construction of Railways.

Mr. Gray moved the following amendment to second section. To strike out whole thereof and insert—"The lines to be constructed shall be a line from Shediac to the Bend and from the City of St. John to the Bend, which lines shall be commenced and completed with all reasonable expedition, and when completed and in operation, then such further lines shall be commenced and carried out as the public interests shall require.

Amendment opposed by Street, Kerr, and others, and supported by McPhelim, Hayward, Stevens and Wilmot. On the question being put 16 members voted for it.

Mr. Gilmour also proposed an amenkmont to the same section—lost—only one voting for it. Section then passed.

The third Section passed as ammended by the Attorney General, fixing the extensions on the St. John river to be commenced from Fredericton upward, and placing the amount at not less than 50,000l. to be expended in 1857.

Six other Sections of the second Bill passed without much opposition, when progress was reported. House adjourned at a quarter to 6.

Melancholy Occurrence.—A little girl about 11 years of age belonging to Mrs. McAfee of this place left her school about 12 o'clock A. M. on Tuesday for the purpose of getting some water; in a short time she was missed, a search was made when her bonnet was found in a water hole in the Creek quite convenient. An alarm was immediately sounded, and we never witnessed a greater degree of interest than was manifested towards the afflicted mother. (The father of the child was drowned in this hole that three years ago.) Upwards of 150 men commenced cutting away the ice near it which the same day, and continued their work until about two o'clock P. M. on Friday, when their labours terminated by the discovery of the body about four rods from where she fell in, and in about two feet of water.

The insanity of Mr. McCaughey, a resident of this place, suggested the path of which the deceased was discovered. He prepared a water tight cask, in which he inserted two small panes of glass, sank it in the Creek, and then a boy named Bigger, was sent down the Creek with all speed, and in a short time the body was discovered floating in the cask.—The Bigger family are entitled to the thanks of the community for their humane exertions.

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CITY ELECTIONS.

The election for Common Council comes off on Tuesday next. A number of the electors who met at St. Stephen's Church on Monday to nominate candidates for the ensuing year, whose names, we presume, will immediately appear.

Mr. McCourt is out in opposition to Mr. Kerr, in Kings Ward; Mr. Newton opposed Mr. Russell, and Mr. T. L. Lockhart has announced his intention to stand for the Councillorship for Queens Ward, in the Conservative interest as Councillor for Kerr. We have reason to be opposition to Mr. Russell, but we understand an opposition will be made to Mr. Lockhart, and nothing is wanting to make the contest in this Ward, if we understand aright the sentiments of the electors, and we hope the constituency will be on the alert, and acting in strong conformity to the duty, we hope the constituency will have a judicious selection.

CARLETON.

The candidates offered to represent this election of this city are as follows:—

Guy's Ward—For Aldermen, Messrs. William King and John C. Lithgow, and for the Council, William, Messrs. James Colwell and Samuel T. Mather.

Brooks's Ward—For Aldermen, Joseph Rankin and Joseph Cowan, Councillors, Messrs. C. Ketchum and John Tobin Coughlan.

We understand that the principle question at issue, and to be determined in Carleton at the approaching election is whether the contemplated Water Works shall be proceeded with or not.—We have been told that Messrs. Littlehale, Colwell and Ketchum are opposed to the scheme, and that Messrs. Rankin, King and Mather are in favor of it. We have not been apprised of the sentiments of Mr. Coughlan on this subject.

[From The Church Witness.]

Trinity Church.—In conformity with the notice given upon the subject of "Trinity Church" was re-opened on Easter Sunday for Divine Service. It was a gratifying sight to see the interior of the building enlarged and renovated, and filled both morning and evening with attentive congregations. The whole collections made at the services on that occasion amounted to £162, a sum which, when the pressure of the times is taken into the computation, may be deemed a very liberal one.

Easter Monday being the day appointed by law for the election of Wardens and Vestrymen for the ensuing year, the following gentlemen were elected in the several parishes in this city:—

Trinity Church.—George D. Robinson and John V. Thurgar, *Wardens*. John McGrath, William G. Lawton, John Hatchenbrook, Charles Merritt, Robertson Boyaud, Charles P. Melick, Edward Sears, William Seeley, Levi R. Waterhouse, Lebaron Botsford, James A. Whitney, and George H. Lawrence, *Vestrymen*.

A statement of the finances of the Church corporation and of the expenses incurred in making the improvements to Trinity Church (printed by order of the Vestry,) showing the amount required to meet existing engagements to be £976 8s. 9d., and a further sum of 300l as the estimated cost of improvements to be undertaken as soon as the funds should be provided, was laid on the table for the information of the parishioners; and, after some discussion among the pewholders respecting the best mode of procuring the amount so required, the following Resolution was adopted by the meeting:—

On motion of the Hon. R. L. Hazen, seconded by S. K. Foster, Esq.—

Resolved, That it is the opinion of the pewholders here present, that an application should be made to the Legislature, for legal authority to enable the Vestry to levy a rate on the pews in Trinity Church, for paying off the debt now due for repairs, and for all future repairs.

A Bill prepared by Hon. Mr. Hazen for that purpose was then read, and it was resolved by the meeting that such Bill be read before the Grand Jury, and forwarded to the Legislature.

This Bill was read on Tuesday morning before the Grand Jury, preparatory to its being sent to the House of Assembly. It provides that the Vestry may levy a rate (not exceeding 6 pounds on any double pew, and 3 pounds on any single pew, in any one year) on all the pews in Trinity Church, for the purpose of paying the repairs lately made, and for repairing and keeping the Church and grounds in repair in future; with a provision enabling the Vestry in their discretion to relieve any of such pews from such rate in any one year. We shall be able next week to lay the Bill in full before our readers; at present we can only give them the above abstract of it.

St. John Church.—Leverett H. DeWolf, and Charles Ward, *Wardens*. W. H. Adams, D. C. Perkins, T. R. Smith, H. Seely, J. McAvity, J. W. Lawrence, J. W. M. Irish, S. L. Lugrin, S. D. Betton, W. F. Smith, T. W. Daniel, and Robert Armstrong, *Vestrymen*.

A full exposition of the monetary affairs of the Church was made to the newowners by the old Vestry. The total amount paid out during the past year was 517l 6s. 1d., and the amount received, including a small balance on previous account, 539l 18s. 1d., leaving the sum of 22l 16s. in hand, to the credit of the Church. All claims against the Church appear to have been promptly paid, and the only debt now outstanding is the Trinity Church claim of 1,000l, and the loan of 100l to discharge the amount agreed to be paid for the new Vestry Room. The Sunday school building is entirely free from debt.

St. James' Church.—William Wright, and John M. Robinson, *Wardens*. John Kinnear, Robert W. Crookshank, Jun., Samuel Seeds, Thomas McAvity, Albert Betts, Joseph Sulis, John Holden, John Wilson, Jun., Henry W. Fitch, George Rae, James Stewart, and James Sage, *Vestrymen*.

St. Luke's Church, Portland.—James Hawkwelling, and Francis Ruddock, *Wardens*. Henry G. Simonds, F. W. Hatheway, William Lawton, Joseph Ruddock, Thomas Ruddock, David Tapley, William Kilpatrick, Robert Middlemore, John C. McIntosh, Charles Doney, Robert Gregory, and Robert Sweet, *Vestrymen*.

Jail Breaking.—Three prisoners confined in the Jail broke out early on Tuesday morning, by cutting up the cell flooring and breaking through a weak portion of the stone wall in the basement below, which led into the yard. Two of the prisoners, named Bigger and DeBrang, the former of whom was imprisoned for breaking into the Penitentiary buildings, managed to get over the wall and made their escape, but the third, named Hill, a deserter from one of H. M. ships of war, was captured shortly after he had scaled the wall.—No blame is attached to the Jailer for the escape of the prisoners.—Nbr.

The Corporation Revenue, which were sold at auction on Monday last, by Mr. T. Hanford, brought the sum of 1794l 2s. 8d., being an increase of 122l 14s. [illegible] over this previous year.

On Tuesday the stalls in the Butchers' Market were rented for 1958l 11s. Last year they brought 2677l 16s. The decline is no doubt owing to the order of the Council to license those in various parts of the city for the sale of fresh meats, &c.—Ib

Sir Charles Napier.—Sir Charles Napier, the commander of the first British fleet in the present war, is now a member of Parliament. He recently spoke in the House of Commons upon Captain Scobell's motion on naval promotion, and it is reported that after the admiral had warmed himself up into a fury with the supposed increase of his opponents, he began a sentence in these unparliamentary words:—"Why, sir, in the Baltic." The House roared at this slip of the tongue, but it pitched a grave cry of "Order, order," from the Speaker.

On Saturday Messrs. John Bank and [illegible] of Dorchester, [illegible] which they are commencing the [illegible] service.

Messrs. Gilmor and Co. [illegible] a [illegible] [illegible] [illegible]