## MANUFACTURES IN AFRICA.

All the travellers and visiters of the frontier and interior towns of Africa with whom we have had intercourse, either personally, by letter, or by published accounts, concide, without exception, in one important particular, namely, that the natives of that vast continent exhibit a remarkable degree of genius, and display in their numerous manufactured articles, such a knowledge of mechanics as to agreeably surprise all who have heard of, or been privileged to behold their handiwork.

By a statement of the Rev. Dr. Walker, Missionary of the American Board of F. M., at the Gaboon, a large town just below the equator—and who has lately given to the public a brief description of his recent visit to the neighbouring kings, and their subjects—It appears that the Africans, although long debased by the blighting effects of heathenism, and the evils and atrocities of the accursed slave trade, are susceptible of a change to the truth, by the powerful examples of Christianity and civilization.

The fact has been, and is now being, fully verified by their improved condition in every respect, especially of the native tribes in the Republic of Liberia, and by thousands of others not yet under its jurisdiction, but to whom a good influence has gone forth. Very many of the original Africans are daily relinquishing their former modes of life, and are becoming more and more accustomed to the means of civilization, and are rapidly and anxiously following in the path indicated by the Christian light set upon a hill, as it were, by the citizens of that young nation.

Iron ore is found in Africa in immense quantities, and from it are made, by the untaught natives, various ornamental and useful articles such as spears, arrows, knives, armlets, teglets, bracelets. &c. A small but regular amount of this important material, made into a peculiar shape, is called a "bar," and appears to be the standard of value by which their currency is regulated. They are exceedingly skilful in the tanning and manufacture of leather.

Their armlet cases, spear and dagger sheaths, whips, bridles, pouches, powder flasks, sandals, &c., are made of this material with remarkable neatness. They also manufacture their own cotton cloths and dye with indigo and other vegetable dyes, and have the art of permanently fixing the colors they employ. In addition to those may be named, as evidences of their industry, their war horns, made from the tusks of elephants and other animals, their musical instruments—the stringe of their banjo being formed from the fibres of trees. Their mats for table use, bags for carrying various material, and baskets of all sizes and descriptions, are wrought with great symmetry and beauty from seagrass, and the leaves of their innumerable and useful trees, plants, &c. The palm-tree, says a traveller, "is applied by them to three hundred and sixty-five uses. Huts are thatched with palm leaves, its fibres are used for fishing tackle, a rough cloth is made from the inner bark; the fruit is roasted, and is excellent; the oil serves for butter; the palm wine is a favorite drink."

The native African, it is to be understood, is naturally indolent, and although the various articles of labor here mentioned would perhaps convey the impression that they are an industrious people, yet the contrary is the fact.

What a market is here opened for the sale of our manufactures! Who can rightly calculate the amount of employment it would afford the operatives and workmen of our own land to clothe her 160,000,000 of inhabitants, and the enormous trade which she could afford us in the luxuries, and what we consider the necessaries of life, from her prolific tropical soil?

Well might the poet, speaking of Africa, exclaim:—

"Regions immense, unsearchable, unknown,
Bask in the splendors of the solar zone;
A world of wonders—where creation seems
No more the work of nature, but her dreams."

—[*Hunt's Merchant's Magazine.*

U. S. TREASURY REPORT.—The report of the Secretary of the Treasury shews that the available resources of the Treasury for the last fiscal year, which ended on the 30th June, amounted to $49,600,000, the expenditures to $43,000,000, and there was accordingly a balance in the Treasury for the service of the current year, commencing on the 1st of July, of $6,600,000.

Of the above amount of resources, the sum of $41,528,000 was derived from the actual revenue of the year, consisting of $39,668,000 from duties on imports, and $1,860,000 from land sales. Of the residue, $4,000,000 was the proceeds of Treasury notes, issued and funded, and stock issued on the deposit of specie—$2,184,000, was the balance in the Treasury at the commencement of the last year, and $1,867,000 were derived from miscellaneous and incidental payments into the Treasury.

The estimate of revenue from the customs for the current fiscal year, and the next ensuing, is $45,000,000 each, three and a half millions more than that of the last year. The total revenue, including land sales, and miscellaneous receipts for the current year, is estimated at $54,300,000, including the balance from last year, and that of 1852, at $46,800,000, exclusive of any balance.

The expenditures of the current year are estimated on the basis of the appropriations of the last session, at $53,853,000. This amount nearly absorbs the estimated revenue of the year, together with the balance in the Treasury at the commencement.

The estimate of the expenditures for 1851-2 based on the estimates of the departments prepared for the consideration of Congress at the present session, is $48,125,000, making an excess over the estimated means to the 1st of July, 1852, of $6,600,000.

The public debt on the 30th of November last, including Treasury Notes issued prior to 1846, amounted to $64,228,238.

The views of the Secretary on the question of an amendment of the Tariff laws, for the purpose of increasing the revenue, preventing fraude, and relieving the depression of domestic industry, occasioned by the operation of the present law, are very clearly stated, and are defended with great ability.

The Secretary's first position is, that the system of ad valorem duties, as applied to all articles of trade, without discrimination, has been proved by the experience of the Department, liable to many and strong objections, and that the same fact has been proved by the experience of other nations.—So fully were the British Government convinced of it, that under the revenue laws of that country the duties have been made specific as far as possible, and to such an extent is the principle carried, that in a gross annual receipt from the customs of £22,000,000, only £38,000, or one fifth of one per cent. are received from ad valorem duties. The injurious operation of the principle in this country, in its effects on the revenue, and on the industry of the country, is very clearly exhibited in the report.

The report maintains that the exports of our own produce must be greatly extended, by low duties on imports, and that if the imports greatly exceed the exports in several successive years, it must produce an export of the precious metals, and ultimately bankruptcy, inability to purchase foreign goods, and ruinous depression of the revenue. It thence deduces the obligation so to regulate imports by appropriate duties, as to limit the importations to an amount, about equal to such exports of our own produce as can find a market abroad.

It maintains that the duty should be so adjusted as to produce the necessary amount of revenue, and to effect favorably all industrial pursuits; and that such discrimination of duties should be made as will encourage the manufacture of such articles as are adapted to the supply of the home and the foreign market. It shows that the increase of exports of articles of food, which this country is capable of producing to any desired extent, are increased only by the accident of a famine abroad, and are not materially affected by our own, or even by foreign revenue regulations. It pronounces the idea fallacious, that a large foreign demand for our own productions can be produced, by the encouragement of large imports of foreign products by low duties. This is illustrated by the fact, that in 1847, in consequence of famine abroad, the export of articles of food from this country rose to the unprecedented amount of $68,000,000, and were reduced in 1850, notwithstanding the repeal in the meantime of the import duties in Great Britain, to the comparatively insignificant amount of $26,000,000, with a prospect of a still further diminution in 1851.

The report states that the imports of the first quarter of the current fiscal year show an increase over those of the corresponding quarter of the last year of $18,000,000, and that they indicate a much greater amount of imports during the present year than in any former year, while the merchants abroad indicate no increased demand for our exports.—These facts have a very important bearing on the prospects of the future revenue, and the future industry of this country.

The report states that if the imports should continue to increase over those of the last year, in a ratio equal to that of the first quarter, they will amount during the current year to the enormous sum of $250,000,000, while the state of foreign markets affords no reason to anticipate an increase of exports over those of the last year.

The report concludes by recommending a change in the revenue system, by which specific duties shall be imposed upon all articles to which they can be properly applied, with a home valuation of all such as will be necessarily subject to ad valorem rates. Or in case the principle of specific duties should not be substituted, the home valuation should be applied to all. It is further recommended, that if neither of these changes should be adopted, an increase of the present rates should be made upon a great variety of articles which will bear such increase with the most salutary effects upon both trade and revenue. It recommends, also, for the purpose of insuring uniformity in the business of different Custom houses, the establishment of a corps of appraisers at large, whose duty it shall be to visit the principal ports of entry from time to time, to correct erroneous valuations, and to prescribe rules for the government of the local appraisers.—*Boston Daily Adv.*

THE HAMILTON WOOLLEN MILL DESTROYED BY FIRE—LOSS $175,000.—The extensive seven story stone and brick woollen mill, belonging to the Hamilton Woollen Company, in Globe village, Southbridge, was wholly consumed by fire on Sunday morning about 7 o'clock, together with its contents. The loss is estimated at about $175,000. The building was burnt out in about three hours. By this destructive fire some 700 persons are suddenly thrown out of employment, and deprived of means of subsistence at this inclement season of the year. The origin of the fire is unknown. The cotton mill, delaine print works, wool store house, (in which was 400,000lbs. of wool) and other buildings attached to the establishment are uninjured. The walls of the burnt building remain standing, and it is the intention of the company to reconstruct it at once. There was insurance on the property destroyed to the amount of $139,000 as follows:—In this city, Manufacturers office, $21,000; Merchant's office, $15,000; Neptune office, $15,000; American office, $10,000 Boylston office, $10,000; Firemen's office, $10,000; In Hartford, Conn., Ætna office, $12,000; Protection office, $10,000; Hartford office, $10,000; Connecticut Mutual office, $5000. In Philadelphia, Franklin office, $10,000; State of Pennsylvania office, $6000. In Buffalo, N. Y., Merchants' office, $5000.—*Canada paper.*

OSWEGO AND THE CANADIAN TRADE.—The Oswego correspondent of the New York Journal of Commerce, in his report on the closing of the fall business, remarks:—

"The Canadian produce and lumber trade is very large, and constantly increasing. During November, over 120,000 barrels of flour, and about 350,000 bushels of wheat were received here from Canada, much of which passes through to New York in bond, and of course adds nothing to the duties of Oswego, although part of her legitimate carrying trade. The lumber business is immense. In 1845, about 6,000,000 feet of sawed lumber were received here from Canada. This year the quantity has exceeded *forty million feet!* Yet, with a large and growing lake trade, the United States compel the business men of this energetic little City to keep in repair the piers by which Government is able to secure nearly half a million annually, for the Treasury."

The Oswego Journal furnishes the following table of Canadian articles exported thence:—

| | | Flour. | Wheat. |
|---|---|---|---|
| 1st week November, | | 27,575 | 81,400 |
| 2d | " " | 33,868 | 154,319 |
| 3d | " " | 32,795 | 79,840 |
| 4th | " " | 26,119 | 31,968 |
| Total, | | 120,357 bbls. | 357,557 bu. |

NEW MAIL ROUTE TO CALIFORNIA.—Late accounts from Mexico state that a contract has been made by the Mexican government with Colonel Ramsay for the transportation of a mail with passengers between Vera Cruz, and Acapulco on the Pacific Ocean. It is said that the transportation between the two ports will be made in stage coaches in five days. The plan proposes a weekly line of stages to be connected with a line of steamboats running weekly from Acapulco to San Francisco and with steamboats in the Gulf of Mexico running once in two weeks from Vera Cruz to New Orleans; and in the intermediate weeks between Vera Cruz and Havana or New York. Such a line, if established on an efficient footing, will be likely to supersede in a good degree that by way of Chagres and Panama, as it will be shorter by nearly two thousand miles, and with steamboats of similar capacity in a space of time several days shorter, at least until the canal across the isthmus is constructed.

THE BRAZILS.—His Majesty the Emperor of Brazils closed the Legislative Chambers on the 11th of last month, with a speech from the throne, in the Palace of the Senate, at Rio de Janeiro.

His Imperial Majesty and the Empress were received on their arrival, with their retinue, by a deputation consisting of members of both Chambers, and conducted to their thrones by the President and Secretaries. The senadores and deputados being seated, his Imperial Majesty delivered his speech, of which the following is a translation:

"Most worthy and honorable gentlemen, representatives of the nation—I am come to close the second session of the eighth legislature (parliament). I have great pleasure in assuring you that the public tranquility and peace have been completely re-established in those Provinces where they had been unfortunately disturbed; and I expect, from the good sense and patriotism of the Brazilian people, that we shall not have again to deplore such disastrous occurrences.

"With thanks to Divine Providence, I am enabled to state, that the epidemic fever, which afflicted several cities and places on our coasts, has disappeared.

"I shall continue to employ my best endeavours to maintain pacific relations with all foreign powers, as is compatible with our rights and dignity; peace is indispensible to the prosperity and liberty of nations.

"I thank you for the important legislative acts you have passed during the two sessions held this year.

"The benefits which will result therefrom will constitute the most gratifying recompense for your labours.

"After so many months of toilsome duties, it is necessary that you should return to the bosoms of your families. Persevere, most worthy and honorable representatives of the nation, in aiding me by that enlightened zeal of which you have given so many proofs, in the task I have undertaken, to unite all Brazilians in one common sentiment, to preserve unimpaired our beneficent institutions. Show them how greatly in obedience to the laws, and on those duties which morality and religion require, the greatness and happiness of empires depend.—The session is closed."

BOLIVIA.—A serious outbreak took place in Sucre, the capital of Bolivia, on the 6th of September. A group of men fell upon Gen. Belzu, the President of the Republic, and after firing one or two shots at him, which took partial effect, they left him for dead. The conspirators then proclaimed the fall of the tyrant, as they called him, and, with loud shouts of liberty, they attempted to surprise the barracks. Here they met with such a warm reception that they were forced to take to their heels. Immediately after this event the Congress met, and passed a series of stringent resolutions in relation to the conspiracy. It was subsequently ascertained that Colonel Laguna, the President of the Senate, was guilty of complicity in the plot, and he was executed on the spot where the murder of the President had been attempted. The ball was extracted and Belzu was doing well. It is supposed that this attack was instigated by Col. Ballivian, a former President of the Republic.

DREADFUL ACCIDENT IN A FRENCH SHIP.—A terrible misfortune has occurred to the ship of the line *Valmy*, while at sea, on her passage from Toulon to Brest. About five o'clock on the morning of the 8th, that is four days before the squadron reached Brest, a loud explosion was heard, followed by cries of pain. Drums were beaten and signals of distress fired. It was supposed the powder magazine had caught fire. All lights were put out; utter darkness prevailed, and in the midst of the smoke all hands turned out to get the fire under. Between decks were heard the groans of the wounded, some of them lay crushed under the gun carriages which had been torn from their places by the shock. Twenty sailors, scarcely recognisable, were extricated from the ruins, of whom ten died immediately, and there is little hope of preserving any of the rest. The *Valmy* had occasion to make a night signal, which is managed by means of a rocket. The gunner appointed to prepare these fire-works had had the imprudence to keep a chest of powder and other fire-work materials in the orlop deck on the larboard bow, where he had not only stowed a chest of rockets, but two other copper chests filled with cannon cartridges. The gunner entered the cabin, followed by a sailor carrying a light from which some spark must have fallen. The chests exploded; both men were killed on the spot, as well as the carpenter and clerk in the cabin; five second gunners sleeping alongside on the deck, shared the same fate; a common sailor was killed by the jump of a gun-carriage, which broke his skull, and fifteen others were dreadfully wounded. After great exertions at the pump the fire was got under. The *Valmy*, notwithstanding the shattered state of her decks, was enabled to reach Brest with the rest of the squadron, which hoisted colours half-mast-high, in memory of the victims.


# The Observer.

SAINT JOHN, DECEMBER 31, 1850.


## THE CLOSING YEAR.

Within a very few hours after our paper reaches the hands of our City readers, the knell of the year 1850 will sound from the Church bells; and the first moiety of the nineteenth century will have become an historic period—a portion of time past—an addition to the long chronology of years that *have been!* How much food for reflection is afforded us, by the contemplation of this double epoch—the termination of another year of our lives, and the completion of another half century of the world's history! A philosophical retrospect of the past fifty years, would indeed afford scope for an extensive, instructive, and valuable essay; far beyond the circumscribed limits of a mere newspaper editorial. We must therefore leave to other and abler hands, and to a more diffuse composition, the lessons of instruction which may be deduced from an examination of the mighty events, the valuable discoveries, the social and political changes which have been witnessed by mankind since the commencement of the nineteenth century; and must content ourselves with a brief reflection on the single year now departing. Yet we may well ask ourselves one question, arising from the more enlarged view to which we have alluded: we may well reflect, (and more especially when we call to mind, how many old, familiar faces and esteemed citizens have disappeared from among us, during even the last few months,) how many [illegible] fill the busy scenes of life, and who will witness the completion of the first moiety, will also celebrate the *termination* of the nineteenth century? Many of the juvenile branches of our families may naturally look forward to such an event; but we who have lived nearly the whole of these first fifty years, millions of our seniors, and millions also of our juniors, will close their mortal career long before the present century completes its course. Let this thought awaken in us all, such feelings and such resolutions, as may lead us so to shape our future life, as to be ever ready for its final moment! The year 1850 has been prolific of eventful changes and occurrences; but, amidst all vicissitudes, we of New Brunswick have had ample cause for fervent gratitude to the beneficent Giver of all good.—Genial seasons, abundant harvests, public health, tranquillity and peace have been our favored lot during the past year; and although we have at present no very striking advances of prosperity to record, yet we have every reason to believe, that general improvement awaits us; that the various and magnificent resources of our highly favored Province are on the eve of profitable developement; and that a gradual but sure increase of prosperity is dawning upon us. Impressed with these sentiments and hopes, let us cherish gratitude for the past, and sanguine confidence for the future; let us determine to exert our own energies to the utmost, in diligently availing ourselves of the Providential bounties and advantages already spread and still further opening around us; let us thankfully do our own part in promoting the general welfare and happiness, and faithfully expect a blessing from HIM, who ever rewards the diligent and confiding.—Feeling assured that our readers in general will coincide in these sentiments, we heartily wish them, one and all, a HAPPY NEW YEAR, and many returns of the joyous season; at the same time tendering them our sincere thanks for all their past favours.

It will be seen by an advertisement in this day's paper, that the Annual Meeting of the New-Brunswick Auxiliary Bible Society has been fixed by the Committee to take place on the evening of Thursday the 9th of January.

SNOW.—On Sunday last we had another heavy North East snow storm, which continued throughout the day, and has greatly increased the heavy and tedious travelling in the country. The mails from all quarters continue much behind their time. The weather since Sunday has been clear and very cold.

MECHANICS' INSTITUTE.—Last evening, Mr. Foulis favoured us with an interesting and useful lecture on *Soils*. He shewed, with a great degree of clearness, the process pursued in the chemical analysis of soils, and entertained the audience with a number of beautiful experiments, illustrative of the nature of those elements which enter into the composition of organic bodies.

CHRISTMAS CHARITIES.—The Collections in Trinity and St. John Churches on Wednesday last, for the benefit of the Poor, amounted to £38 1s. 1od.

The title of the FISHERY LAW, as published in the last two numbers of the OBSERVER, is incorrect; it should be thus—

"A LAW to regulate the Fisheries *within the limits* of the City of St. John."

The steam ship *America* left Boston at 3 o'clock on Thursday morning for Halifax and Liverpool, without the Canada mails. She had 15 passengers for Liverpool and $33,000 in specie. She arrived at Halifax on Friday afternoon, and proceeded on her passage a few hours afterwards.

☞ The Steamer *Creole* arrived this morning, from Portland, which place she left early on Saturday morning. We have received by her, from our Boston correspondent, (through Street's Express,) Boston papers to Thursday evening and New York of Wednesday.

THE LATE STORM.—The snow storm and gale of Monday the 23d inst. is reported in the American papers as having been tremendous along the whole coast as far south as Washington, and through the country as far north as Montreal, and west to Buffalo and Lake Erie. In New York the sea ran higher in the waters of the bay and harbor than it has been known before in ten years, and at times it broke over the battery, vessels dragged their anchors, and chimneys and roofs were taken from houses at Brooklyn in a few instances, though we do not hear that any fatal accident occurred. The tide subsequently fell below its lowest mark, and some of the Brooklyn ferry boats suspended their time trips, and many of the residents were left in New York during the night. A coal barge from Philadelphia, worth $4,000, with the coal, was dashed to pieces, and some frame buildings were blown down.

At Albany, Buffalo, and all the intervening places, snow fell to a great depth, at Rochester it fell to the depth of thirty inches. Considerable damage was done and the cars on the railroads were much impeded. On the Hudson River Railroad rocks and earth were blown upon the track, and a locomotive was considerably damaged. On Lake Erie the storm was very severe.

NEW YORK, *Dec. 24th.*—We have a bright, cherful day after the storm of yesterday; but it is piercing cold.

The steamer Bay State, arrived here at 12 M During the whole passage down the Sound the wind blew nearly a hurricane, and it was altogether the roughest time she ever experienced.

The trains from every quarter are detained, from the severity of the storm, from 2 to 12 hours.

The arrest of the Fugitive Slave at the Passaic Hotel yesterday, caused a small gathering of the colored population, &c., in the Park this morning, but it was soon dispersed by the police, who arrested a white man for exciting the blacks to arm and resist the Law.

MONTREAL, Dec. 24.—Yesterday, a heavy snow storm swept over this city, the most severe that has visited us for twenty years. It is feared considerable damage has been sustained.

DESTRUCTIVE FIRE.—Between 11 and 12 o'clock, on Saturday night, a fire broke out in the store owned and occupied by Mr. James O'Connor, Water-street. The flames had gained considerable headway before the alarm was given, and the building, with nearly all its contents, was destroyed. Our Engine Companies were early on the ground, with their usual alacrity, notwithstanking the depth of the snow rendered the roads almost impassable, and owing to their active exertions the fire was prevented from spreading any further. Mr. O'Connor, we regret to say, is a heavy loser. He had a large stock on hand, and was not insured. His loss amounts to about £1600. This is the most destructive fire we have had in our City for many months, and had the alarm been given sooner, a greater portion of the contents of the building might have been saved. Even after the alarm was given the Police neglected to ring the bells in the back part of the city, and consequently many of the inhabitants did not hear of the fire at all.—*New Bruns.*

IMPORTANT FROM ENGLAND.—A telegraphic despatch has been received in this City from Halifax, announcing intelligence by the steamer Africa, from the Hon. Mr. Howe, to the effect, that he has been entirely successful in attaining the principal object of his mission—*a guarantee from the British Government for the funds required for the construction of the European and North American Railway!* We trust this welcome announcement may be confirmed on the arrival of the Niagara at Halifax, which steamer may be expected about Wednesday or Thursday next.—*Ib.*

THE EUROPEAN AND NORTH AMERICAN RAILWAY.—We have much satisfaction in stating, that Mr. Morton, who was appointed by the State of Maine to explore a line for a Railway from Bangor to Calais, has found a good route for a line, only 95 miles in length, instead of 112 miles, as had been previously anticipated. Mr. Wilkinson, we learn, has found a good route from this City to Calais, only 73 miles in length, instead of 96 miles by the Douglas Valley, which was first examined.

The whole length of the European and North American Railway, the two extreme points of which are Halifax and Bangor, may now be thus stated:—

| | |
|---|---|
| Halifax to Baie Verte, | 126 miles; |
| Baie Verte to Shediac, | 24 do; |
| Shediac to St. John, | 105 do; |
| St. John to Calais, | 73 do; |
| Calais to Bangor, | 95 do: |
| Total, | 423 miles, |

There is some reason to believe, that a further examination of each of the lines mentioned, will result in shortening their several lengths, especially between Halifax and Shediac; and there are strong grounds for believing, that the whole length of the Great Railway, when finally located, will scarcely, if at all, exceed four hundred miles; This is nearly one hundred miles shorter than was at first contemplated, and cannot fail to be most gratifying to every friend of the enterprise.

We are happy to hear, that the best feeling prevails in Maine with reference to this great and important undertaking, and proceedings there are only suspended until the Legislatures of New Brunswick and Nova-Scotia have taken action in the matter.

We are indebted to M. H. Perley, Esq., for a copy of a Map, showing the relative distances across the Atlantic between British and American Ports, as also the route from Quebec, through the Straits of Belleisle. This very neat Map was recently lithographed in Boston, under the direction of Mr. Perley, and of Thomas C. Keefer, Esq., the Civil Engineer of the Canadian Board of Works, who calculated the distances on a three-foot globe, with great care. From this Map, we learn that the distance from Halifax to Galway, is 2240 miles; from Boston to Galway, 2600 miles; and from New York to Galway, 2815 miles. From Quebec to Galway, through the Straits of Belleisle, the distance is only 2400; and from Quebec to Liverpool, through the same Straits, and around the Northern extreme of Ireland, the distance is only 2680 miles.

From all we can learn we believe that a growing interest is springing up on both sides of the Atlantic, as well with the Government as the people, in favour of the construction of the European and North American Railway, in connection with the shortest possible route across the Atlantic.—*Cour.*

CARLETON LECTURES.—The third of this series was delivered on Thursday evening, by Mr. Boyd, of the London House. After alluding to the progress of Carleton, as evinced by the possession of such a building as the new Temperance Temple, and to the good effects of the series of Lectures now in the course of delivery, and glancing at the character of those which had been given, he entered upon a consideration of the topic:—"What the world worships." The limits of a lecture confined him to two forms of it, Hero and Wealth worship. In discussing the first, he entered largely into a consideration of the question,—In what does true heroism consist? And showed with much discrimination, where the line should be drawn in our admiration of the warrior and his art. In this part of the subject he alluded in eloquent terms to the patriot warrior, and the motives which prompted him to take up the sword, in contradistinction to the man who does so in a professional capacity, his ideas on love of country were conservative, as well as eminently Catholic, his reference to the struggles for liberty which have taken place within late years,—his views on the influence of public monuments—on the feelings of differing nations, his humorous sketch of our present militia system, and his remarks on the power and progress of peace principles, in connection with the Peace Congress, were just, original and eloquent.

In considering the second topic, Wealth worship, he alluded to the origin of money, its use and abuse, and illustrated its baneful power in a variety of ways, its chilling effect upon the heart's best affections, in destroying the power of home influence, by the various means taken to obtain it, in the course of which he referred to the career of Hudson, the "Railway King," and others, to the California excitement, and its probable effect upon the trade of the world, to its power in being often the "sinews of war," in which he commented in severe terms on the conduct of the Jewish money brokers of England, in assisting the enemies of their faith in their successful attempt to crush Hungarian independence, to its withering effects in trade competition, in which he referred in feeling terms to the condition of the needle-women of London, quoting Hood's celebrated "Song of the Shirt," and to the position of the manufacturing operative and artisan, whose appearance in some instances almost leads one to doubt that they are men and brethren, and in closing—to the universal prevalence of this worship, to its effect upon the human mind, and the esteem which the world has for us, when "the purse is full."

The above is but a meagre outline of the topics alluded to in this admirable lecture; we must say we were wholly unprepared to have such deep and powerful truths uttered in such clear, fervent and eloquent language by one so young, and we feel that we are but uttering the sentiments of those who heard it, when we say, that on the next occasion that Mr. Boyd appears in the Carleton Temperance Hall, which we understand will be very soon, he will have as hearty a welcome, and from as large an audience, as he had on Thursday night last.—The Rev. Mr. Lawson, of South Stream, will lecture in Carleton next Thursday evening.—*Chronicle.*

DIOCESAN CHURCH SOCIETY.—A meeting of the Local Committee of this Society was held at the Sunday School House on Monday evening last, when B. Robinson and F. A. Wiggins, Esquires, were elected the Lay Deputies from this Committee to the General Committee. The Anniversary Meeting of the Society will be held in this City on Thursday, the 23d January next.—[Church Witness.

THE TELEGRAPH.—Last week we mentioned that £670 had been subscribed for this object—it now amounts to £750; the additional sum being added by gentlemen residing on the other side of the river. There is a great disposition evinced to extend the line further North, and to effect this object, some parties who have already subscribed very largely, will double their shares, and others who have not yet taken stock, promise that if the line be continued to Quebec they will take stock.—*Miramichi Gleaner.*

SANDWICH ISLANDS.—H. M. ship Herald returned to Honolulu on the 16th Oct., from the Arctic Ocean, having been unsuccessful in her search for Sir John Franklin.

The harbours of Honolulu and Lahaina were crowded with whale ships, from their summer cruise, principally American, and most of them with good farcs.

Two whale ships are reported to have been wrecked near Behring's Straits, and the crews all lost.

The following article is from the *American Railway Journal*:—

CANADIAN RAILWAYS.—The people of Montreal are agitating the subject of building a Railroad from that City to the town of Prescott, on the St. Lawrence river, opposite Ogdensburgh, with a view to its ultimate extension to the western end of Lake Ontario, there to connect with the road in progress to Detroit. A meeting was recently held in Montreal, composed of her most influential citizens, to take the necessary steps to secure a survey of the route, at which a very respectable sum was raised for this purpose.

The above project is the necessary completement of the St. Lawrence and Atlantic, and the Quebec and Richmond Railroads. These will soon open to Montreal a route to the Atlantic and the Gulf of the St. Lawrence. An imperative necessity is now felt for the extension of these lines westward, for the purpose of bringing to that City, and throwing upon these roads the business of Canada West, as well as such as naturally falls upon the river Saint Lawrence and the great Lakes. All the great cities of the United States have for years been prosecuting, with the most untiring perseverance, works of immense magnitude and cost, for the purpose of drawing from the natural channel the business of that vast region which the St. Lawrence drains. They have so far succeeded in their efforts as to seriously affect the trade of Montreal, and to render it at one time doubtful whether she was not actually declining, notwithstanding all her natural advantages, which, but for such works, would have constituted her the *commercial* centre of that great valley.

It was to counteract the influences so prejudicial to her interests, that the construction of the St. Lawrence and Atlantic railroad was commenced. It has been prosecuted under the conviction that it was the only work that could sustain that City, and restore to the St. Lawrence river a portion, at least, of the business which was once accustomed to pass over that route. The speedy construction of this road is secured, and Montreal now naturally turns her attention to the construction of a line of Railroad westward, which, for the reasons we have stated, is imperatively demanded to carry out the idea which gave birth to the St. Lawrence and Atlantic Railway.

To this road running west, the Toronto and Lake Huron Railroad will prove an important auxiliary. This line will connect Lakes Ontario and Huron, by a route not exceeding 75 miles, thus cutting off the long circuit now made through Lake Erie.—The Toronto and Lake Huron Railroad Company have at length procured sufficient means to place their road immediately under contract, which, we understand, is to be done very shortly. The other great line in the upper part of Canada West, from Hamilton to Detroit, is already under contract, with sufficient means for its completion.

The construction of the various lines above described, with the short line from the Ottawa to Prescott, will secure to Canada about all she will need as far as Railroads are concerned. The great lines in these Provinces, with the exception of the St. Lawrence and Atlantic, the Toronto and Huron, and the road from the Ottawa to Prescott, will run parallel with the river; the limited width of the good lands in this valley precluding the necessity of many lines running at right angles to the river.

When the above projected roads are secured, Montreal will be then able to test her capacity for maintaining herself as the commercial emporium of the valley of the St. Lawrence. If she cannot maintain her position with these aids, she may then at once surrender this point to some more favoured rival, and cease to expend her means upon projects which can never give her commercial greatness.—But we fully believe, when all her schemes are accomplished, her position will be as unpregnable in Commerce, as that of Quebec in War; and that she will become one of the most flourishing Cities of North America.

THE B. N. A. TELEGRAPH.—Mr. Torney left here yesterday morning, we understand, for the purpose of putting the wire on the poles between Quebec and Riviere du Loup, and timing up an office at the latter place. It is proposed, we learn, to open the line between Quebec and Riviere du Loup in May next.—*Quebec Gazette.*

The wonderful improvement going on in the western United States, is very clearly shown by the great increase in the tonnage of the vessels employed in the lake trade, and the value of the goods which they carry. The topographical engineers of the United States government make a return every four years, which is of the greatest value. In 1842, the licensed American tonnage of the lakes was 56,252 tons; in 1846, it was 106,836 tons; and in 1850, it was 167,137 tons. The aggregate value of the trade now amounts to the enormous sum of $186,485,269! or more, by $40,000,000, than the whole foreign export trade of the United States.—*Ib.*

SUCCESS TO ENTERPRISE.—It affords us much pleasure to learn that a Company is in course of formation to unite the Capital and the Ports on the South and Western coasts by steam. We understand that it is proposed to place a Boat on this line, of not less than 100 horse power early in May, and that she will touch at Lunenburg, Liverpool, Shelburne, Barrington, Yarmouth, Brier Island, Digby, Annapolis and Bridgetown—completing the voyage between Halifax and the latter place in 30 hours.—*Halifax Chronicle.*

THE WEATHER.—The intense cold of Sunday was succeeded by a driving Snow Storm and gale of wind from the Eastward on Monday, which before evening turned to rain, the going for pedestrians is consequently as soft as the most tender footed could desire.—*Ib.*

MELANCHOLY.—Two lads, sons of Mr. A. McDonald, of St. Peters, P. E. I., were recently drowned, in presence of their mother, while attempting to cross a Lake on the ice; the mother rushed to their rescue, and was with difficulty saved from the like fate.

A melancholy occurrence recently took place on the Earltown mountain. The Rev. Edwin [illegible] writes the *Messenger*, that a daughter of [illegible] Gill left her father's house on the [illegible] 18th, for the purpose of looking after [illegible] her father had failed in finding. [illegible] all in their power to dissuade her [illegible] home, but to no purpose. She [illegible] search and must have soon lost [illegible] her track which was discovered it appears travelled above ten miles, a great part of the way through the roughest of the forest. She reached the main road it is thought, sometime in the night, when after proceeding a short distance she fell and rolled into the ditch on the side of the road, from which she never moved until taken up a corpse. It is supposed that she must have expired the instant she fell, as the snow fell in the early part of the evening, and no sign appeared of her having made any struggle. Miss McGill was 22 years of age, and had always enjoyed the best health."—*Halifax Recorder.*

*Ship-Building in Nova-Scotia.*—The Nova Scotian says—The people of Nova Scotia cannot be too often reminded that a not inconsiderable portion of their legitimate business will eventually be ship-building. It is true, that in the construction of large vessels we are far behind the Canadians and our neighbours in New-Brunswick. We, of course, mean this so apply in the number of large ships constructed, and not the amount of tonnage built in the shape of small vessels. In this latter particular, the little province of Nova Scotia is the most maritime portion of the globe.—It is a fact that, taking population for tonnage, there is a greater amount of shipping owned in this Province than any part of the world—not even excepting England. The branch of industry is destined, ultimately, to be of immense importance to our population. It is our firm conviction at no distant period, thousands of enterprising Americans will settle in Nova Scotia for the sole purpose of shipping. Our facilities for prosecuting this important branch of industry are unequalled in the world.

DROWNED.—We learn that a man of the name of Robert Frost, belonging to St. Stephen, was drowned at the mouth of Musquash lake last, in consequence of the ice giving way as he was crossing on it.—*Charlotte Gazette.*

EUROPE.—The British Mail steamer Africa arrived at New York, from Liverpool, at about one o'clock on Sunday afternoon, 22d inst. with dates to the 7th inst.

The Africa brings 86 passengers, among whom are J. Holsford Smith, bearer of despatches, and George Conway, the distinguished Indian chief.

ENGLAND.—The popery excitement has considerably subsided and had ceased to attract so large a share of the public mind.

The scarcity of silver continues to attract considerable attention, and has caused a still further rise in the precious metal.

The money market generally is quite improved. The accounts from Germany are more favorable and hopes are now entertained that the difference between Austria and Prussia will be amicably arranged.

The ship Coromandel, of Liverpool, was scuttled by her crew during the late gale off the southwest coast of Ireland. She has since been secured by the Amphitrite cutter. Her value, including her cargo, exceeds £6000.

Ireland is about to be united to Leith by a line of steamers.

The Peninsula and Oriental Company are building two steamers of sufficient tonnage and power to run between Southampton and Alexandria in ten days, including Gibraltar in four and a half and Malta in eight days.

Two magnificent iron screw steamships, building on the Clyde for the British and North American Royal Mail Steam Packet Company, will be named the *Arabia* and the *Persia*.

A ship in the Persian Gulf, in the course of twenty months, had her copper encased with living coral to the thickness of two feet.

*Reported Adjustment of the Difficulty between Prussia and Austria.*—A postscript to a letter from Paris, dated 5th instant, says:—"I have been assured that a telegraphic despatch has been received in Paris, within the last half hour, announcing that on Monday a convention was concluded and signed between the Prussian and Austrian governments, which completely regulates and terminates the difficulties between the two powers."

*A Meeting of the "Evangelical Alliance"* was held on Tuesday night, at the Rotunda, Dublin, for the purpose of denouncing the "Popish aggression." A strong police force was deemed necessary to prevent the intrusion of a dissentient mob, but the police were unable to prevent a good deal of confusion and uproar from taking place.

ANOTHER CARDINAL.—It is stated that the Roman Catholic Archbishop of Dublin has had conferred upon him for some years the "cardinal's hat," but that for certain reasons his grace has kept the conferred honor a profound secret.

It is stated in the *Legal Observer* that a wealthy and influential individual in the North of England is about to commence a suit against one of the Romish Bishops for misdemeanor, and thus bring to the test the legal question involved in the hierarchal proceedings.

ENTHRONEMENT OF ARCHBISHOP WISEMAN.—Archbishop Wiseman has been enthroned with all due pomp and ceremony. The ceremony was performed at the Church of Saint George, Southwark, on the 6th December. Notwithstanding the excitement which has prevailed, the precincts of the building, on the occasion, wore the usual aspect of Sabbath tranquillity, and the exterior calm was reflected by the most stilly and decorous silence inside doors. About half past eleven o'clock the preparations were observable in every part of the edifice. An acolyte came in one direction with a thurifer—another carried a crucifix to the spot were the procession was to form. A chalice was transferred from one alter to another by a third. At length the order for forming the procession was given by the tolling of a bell, and the attendant clergy of the new "Archdiocese" formed into regular order at the summons. The Cardinal himself, robed in scarlet and white, and wearing a small scarlet cap, proceeded from the sacristy, his flowing train borne by two train-bearers After a brief pause, at the extreme end of the nave of the church, the choir commenced chaunting the hallelujah, from Beethoven's Mount of Olives, and presently the procession moved up the nave in the direction of the central altar. Foremost was borne the cross, with lighted candles on either side.—Then came the Roman Catholic clergy, subject to the new Archdeacon's jurisdiction, two and two, habited according to their respective ranks and orders. At length the Cardinal himself appeared, wearing a gorgeous mitre and pallium. A graceful canopy, fringed with silk and gold, was borne over his path, by, as we are informed, the "converts" exclusively. There were at least two hundred, between the secular clergy and the various religious orders, in the procession. Lastly came the Very Rev. Dr. Doyle, robed in the usual sacrificial vestments, preceded by the Very Rev. Dr. Cox, the Rev. Mr. Cotter, and the Rev. Mr. Daniel, as masters of the ceremony, deacon and sub deacon. Having reached the screen which fronts the sanctuary, the Cardinal was led into a small compartment at the left of the principal altar, called the Chapel of the Blessed Eucharist, whence, after a brief inter