

COLONIAL.

New Brunswick.

Mr. Gray's Resolution for a joint Address to the Crown, refusing Earl Grey's terms for aiding the Great Trunk Railway from Halifax to Quebec, and praying Her Majesty to assent to the Railway Facility Bills, passed during the present session, came up for discussion.

A very animated debate followed, which lasted until 4 o'clock, when it was agreed that the Resolutions should stand over till to-morrow. Much opposition was manifested to renewing the pledges of 1849 and '50, in favour of the Great Trunk line to Quebec. The arguments advanced were, that the offers had been rejected by the Home Government, and consequently that the bargain was null and void; besides they had enough else now on their shoulders, without thinking of the Quebec line. It was also objected to apply to the Hon. Mr. Mowbray for a guarantee on the Facility Bills, on the ground that it would not only be useless, but humiliating, and injurious to our credit in England.—New Brunswick, April 5th.

ELECTIVE LEGISLATIVE COUNCIL.—We stated in our last our doubts if the Bill before the Legislative Council for rendering that body elective, would pass at the present session, and the event has proved the correctness of our supposition. After a most able and luminous debate, in which great talent was displayed on both sides, the Bill was rejected on Wednesday, by a vote of ten against seven.—St. John Courier, 5th.

PROVINCIAL APPOINTMENTS.—James Travis, and Henry G. Simonds, Esquires, to be Sitting Magistrates at the Portland Police Office, under the provisions of the Act passed in the present Session.

Ebenezer L. Barpe to be a Coroner in Queen's County.

Charles Simonds, Junior, and Drs. David R. Carter, and Joseph S. Waterhouse, to be additional Trustees for the Rosignouche Grammar School.

John H. Harding to be Commissioner of Buoy and Beacons at Shippegan, in the Room of Hugh A. Caie, left the place.

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

[The Sheriffs for the several Counties have been re-appointed to office for the ensuing year.]

GREAT ROAD SUPERVISORS.—Robert S. Matthew, from St. John to Hayward Mills, and from Bellisle to St. John; John Jordan—St. John to Quaco; John Anderson—St. John to St. Andrews; Edward Simonds—Fredericton to St. John, via Nepesip; John Jordan, Junior—King's County line to St. John.

Canada.

The Committee of the Toronto Reformation Society at its last meeting adopted the following resolution:

Resolved.—That this Committee deem it an object of great importance to the temperance cause throughout the world, that Mr. Gough, the world-renowned lecturer, should be in London during the international Exhibition of Arts and Sciences, and that the Secretary be empowered to communicate on the subject with the Secretary of the principal Temperance Association in London; that he also inform Mr. Gough of the same, to hold himself in readiness for an invitation from England, and use any other means that may seem desirable to accomplish the end proposed.

On Thursday last, the Suspension Bridge at Queenston was tested in the presence of a large concourse of people. There were thirteen wagons loaded with stone and sand passing from each side, and met in the centre at the same time, besides about one hundred persons on foot and on horseback. No accident occurred, and certificates of its stability were granted.—Toronto Ch. Guardian, March 19th.

QUEBEC.—The number of vessels that arrived at Quebec during the last year was 1379—436, 379 tons. Of these 96 vessels were Foreign.—As compared with the vessels arrived at the Port, (St. John, N. B.) a statement of which we gave last week, it appears that we have upwards of 600 arrivals more than at Quebec, although the amount of tonnage arrived there exceeds that at this Port by about 176,000 tons. The number of Emigrants arrived at Quebec last year was 32, 292.—St. John Courier.

We learn that a farmer, named Charles Patterson, of Nelson, Megantic, having gone to the house of one Carroll, an unlicensed spirit dealer in Inverness, to procure spirits for a Bee, got intoxicated, fell into a row, was severely beaten, and afterwards set out for home, but not arriving there, was gone in search of by a man named Johnston, whom he intended to have met, and was next morning found lying dead upon the snow, about half way between Mr. Lloyd's Mills and his own house, with a liquor jar broken in pieces beside him. Whether he was followed and killed or in what particular way he met his death has not yet been learned. But whether he was killed by drink or blows, unlicensed grog-shops should not be tolerated in any civilized country, and we trust the government will do their utmost to put them down.—Quebec Morning Chronicle, March 28th.

It is stated that the Canadian Government has resolved to close the Welland Canal against American vessels. This measure is well understood to be retaliatory against the United States Government and the State of New York, in con-

sequence of the former not granting a reciprocity of trade, and the latter shutting out the Canadians from the use of Lake Champlain and Champlain Canal. It will inflict a serious blow on the trade and commerce of the lakes.

OSWEGO, March 31.—Vessels are daily arriving from and departing for the upper lakes through the Welland canal—at this port the best evidence that it is not closed to American vessels.

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.—We learn that a meeting of the Directors of the St. Lawrence and Atlantic Railroad Company was held yesterday afternoon, at which the deliberations which had been going on for some time, on the failure of Messrs. Black, Wood & Company in fulfilling the terms of their contract, were brought to a close. Messrs. Black & Wood were bound to have had at a certain quantity of the road in running order, by the beginning of November last, but were far behind in that engagement, and, as we heard yesterday, the Directors have resolved to protest against them in consequence. We understand also, that the Directors have resolved to cancel the existing contract, having power to do so by the terms of one of its clauses.—Gazette.

THROUGH LINES OF STEAMBOATS.—Messrs. Hooker and Holton are to establish a Through Line of Steamers again from Montreal to Hamilton, and to place four first-class boats on the route. Messrs. McPherson & Crane are also to continue theirs, and place on the line two boats for passengers and light freight, along with three others for freight, all of the first class.—Gazette.

In many parts of the country an astonishing change is manifesting itself in the ideas and deportment of the French Canadians, with reference to their spiritual guides. In such matters as seigniorial tenure, tythes, and the interference of priests with politics, the people seem quite ready to think and speak for themselves, whether the priests like it or not. Public meetings are being held in many parts of the country, where such matters as these are discussed, and in the county of Huntingdon we notice that Father Chiniquy, who brought his eloquence to bear on the meeting, came off with anything but flying colours. This affair is humourously reported in Saturday's Herald. If the French Canadians continue to hold meetings, and pass resolutions upon public matters, as they have been doing this winter, the effects on the intelligence and independence of the people, must soon be obvious.—Montreal Witness.

The Toronto Correspondent of the Quebec Canadian says: "We have a strange Mayor here.—He neither drinks nor dances. He also makes war against the taverns, as he does against the second mortal sin of his catechism. He has shut up no fewer than 158; leaving still, however, 200."

West Indies.

A DERELICT VESSEL.—On Saturday last, the American Schooner 'Henry Lea,' of Brandywine, Delaware, which was found, on the 15th inst., abandoned at sea, arrived off the West End of these Islands in charge of Capt. R. M. Staples and was piloted into Ely's Harbour, where she now lies. The following particulars are furnished by Capt. Staples:—"On Saturday the 15th inst., in lat 35 45, in long 73 30, at 9 a. m., the Am. Steamer Empire City, Capt. Wilson, from New York bound to Chagres, discovered a wreck.—At 10 a. m., having come up with her, Capt. W. sent his mate and a passenger on board her to discover what she was. On returning they reported her to be the Sehr. Henry Lea, of Brandywine, Delaware, abandoned, with about 15 tons of water in her hold, and ballasted with coal and mud. Capt. Wilson having ordered her to be burnt, Capt. Staples, a passenger in the E. C., begged to be allowed to take charge of her, and endeavoured to carry her into some port in the United States. Permission having been granted him, he with a man and boy, were placed on board. He found her mainmast gone about 15 ft from the head; the fore-mast broken off; the jib boom alongside chafing the hull very much; the main boom broken in two, and one end working a hole through the deck; her fore-sail, main-sail, and mizzen-sail on deck, much damaged. Her hatches were off, and the water was getting into her hold; the pump-gear and every article from her cabin and fore-castle was removed. It was evident that she had been previously fallen in with and stripped, subsequently to being abandoned. From the circumstance of a Bill of Lading having been found on board, signed 'Livingston Smith,' and dated Philadelphia, January 30th, 1851, for a cargo of coals for New York, together with a Bill of Parcels, dated New York, February 21, 1851, it is presumed that the vessel was returning to Philadelphia from New York. The H. L. is a new, well finished, and handsome vessel; and, when discovered, had evidently been abandoned but a short time. This vessel comes within the jurisdiction of the Vice-Admiralty Court of these Islands, but no adjudication will take place until information be received from her owner.—Bermudian, March 26th.

Vice Admiral the Right Hon. the Earl of Dundonald arrived here on Sunday last, in his Flag Ship, the 'Wellfleet,' from a cruise amongst the West India Islands.—lb.

From the Bermuda Boyal Gazette, April 1.—By the Merlin, we have our customary files of West India Papers, from which we have gleaned a few items of interest.

Doctors Gaven and Laidlaw, two gentlemen of the highest reputation, who have been sent out to the West Indies by the Imperial Government, for the purpose of obtaining information on

the subject of sanatory reformation and improvement, have addressed two Letters to the Board of Health of Barbadoes,—in which Island they were at the date of our latest advices—on the subject of the prevention and cure of that destructive malady, cholera.

We have been kindly favoured with Jamaica Papers to the 15th ultimo, and we are glad to perceive, as a proof of the Cholera being nearly extinct in that Island, that there is no report of the disease in the Papers, between the 6th and the 15th.

A meeting had taken place at St. Croix, to petition the Government for compensation for their slaves emancipated in 1-48, and protection for their produce in Denmark—the Danish Diet having authorised the admission of rum from any Colony free of duty.

A fire recently occurred at H. M. Depot for Coals, at New Town, Jamaica, which destroyed three stores containing coal and the residence of the Purser lately in charge of the Victualling Depot. The loss is estimated at £6000. The cause of the fire is said to be from the patented coals having ignited from combustion.

The excess of Revenue in the Colony of Demerara will, it is thought, at the termination of the financial year, (1st July, 1851,) fall little short of \$250,000. Reductions in the duties on Shipping arriving in the Colony and on importations are contemplated.

\$6,900-08 have been subscribed by Barbados to the relief of the destitute sufferers by Cholera at Jamaica and their families; of which \$2199-08 were collected in the Churches.

The St. Lucia Palladium informs us of a grand civic event—the Incorporation of the Town, now the City, of Castries; with its Mayor, Council, &c., &c., on which occasion His Excellency Lieut. Governor Darling pronounced an eloquent oration.

H. M. Steamer of War Inflexible, Comr. Dyke, arrived here on the 11th inst., from Demerara, where she had been ordered to undergo a quarantine of 40 days, having stopped at this Island, which the authorities of Demerara deem an infected port, on her voyage from Jamaica, with companies of the 2d West India Regiment; but her Commander preferred, in his judgment, to return here than to undergo quarantine.—Barbados Paper.

Edwin, son of Richard T. Greenidge, Esq., Church Warden of Bridgetown, a young gentleman, whose fine talents and estimable character gave promise of the greatest comfort to his parents, fell into a cistern of boiling returns, in the Distillery House, on the 12th inst., which caused his death, after about twenty hours of excruciating agony.—Barbados Paper, March 15.

The Mission of H. M. Sloop Helena, Captain the Honble. M. de Courcy, to Porto Rico, by direction of Admiral the Earl of Dundonald—to which we alluded some time since—has been, we learn, unsuccessful, as none of the parties said, to have been illegally taken from Tobago and sold into Slavery in that Island, some 33 years ago, could be traced. The fact of the sudden disappearance of the persons named, is in the memory of many of the inhabitants of Tobago.—One of the parties, said to have been stolen by Capt. Libby in the 'Lilla,' is thus described in the late Lieut. Governor Grime's despatch:—"Mrs. Chiche was a person of great respectability, the daughter of the late Mr. William Smith, Provost Marshall of this Island, and was educated from an early age in England. She married first, Lieut. Halliday, of the 1st Royal Regiment, by whom she had one daughter, Mrs. Frances Mitchell, now residing in Bristol; after the death of Mrs. Halliday she married Mr. Chiche, by whom she had one child, Margaret, who was the infant with her in the 'Lilla.' Miss Betsey Chiche, her sister-in-law, was highly educated, and is described as being very fair, but was peculiarly remarkable from her stature; being full six feet in height; a circumstance that may facilitate the discovery of the party."

The Cumberland, 70, Captain Seymour, flag of Vice Admiral Sir George F. Seymour, K. C. B., appointed to succeed the Earl Dundonald, on this station, was to sail from Portsmouth on the 21st ult.

Sir George was prevented sailing as early as he intended by indisposition. Lady Seymour and Family came out with Sir George.

We are much pleased to learn that Wm. D. Jeans, Esq., Secretary to Admiral the Earl of Dundonald, G. C. B., is to be Secretary to Vice-Admiral Sir George Seymour, the newly appointed Naval Commander-in-Chief on the West India and North American Station. Mr. Jeans has already filled this responsible and important office under two successive Admirals, and with what credit this new appointment speaks most gratifyingly.

H. M. SHIPS.—The Persian, Commander Bulman, and the Sappho, Capt. Hon. A. A. Cochran, may be expected here in about a fortnight; the Alarm, Captain Ramsay, about the 1st of May. These vessels, we understand, will proceed hence to the Northward for the protection of the Fisheries.

JAMAICA.—The House of Assembly of this Island passed a measure on the 13th ult., by a large majority reducing the Governor's Salary from £7000 to £5000—the reduction to take effect with the present Governor, and not to be deferred until the appointment of his successor. The question of a reduction on Salaries has been made the test between the Government and the opposition, and it now appears that the latter have carried their point. It now remains to be seen whether

Earl Grey will sanction this reduction of the salary of his relative Sir Charles Grey, as in the event of his refusal, a determined stand will likely be taken by the House, which has been recently elected, and therefore may be said to represent the views of the people.

In GRENADA, the weather during the middle of February had been very boisterous which retarded the shipping of Sugar; but the planters were in excellent spirits—calculating on a successful harvest. The duty on imports for the month of January amounted to £1,502 11s. 3d., and the tonnage duty to £140 11s.—whilst the total amount in the public chest on the 31st was £5,563 8s. 1d.

A Bill for establishing a Court of Appeal in Grenada was proclaimed on the 13th February.

The Legislature of Nassau, N. P., have voted £1000 sterling, for four years, to any steamer which in virtue of that consideration, will carry and bring the mails for that Island to and from New York.

The Papers state that Mr. Barkly, the present Governor of British Guiana is to be recalled and that Mr. Walker the present Secretary of that Colony, is to supply his place.

Lord Harris the Lt. Governor of Trinidad, will, it is stated, leave that Island for England in June next.

UNITED STATES.

EUROPEAN AND NORTH AMERICAN RAILWAY.—The Executive Committee of this Railway in the State of Maine, have presented a petition to the Legislature of Massachusetts, praying for aid to their enterprise by an appropriation of a portion of the proceeds of the sales of public lands in that State. The grounds of the application are that the opening of so important a channel of intercourse with the neighbouring Provinces and with Europe, through a portion of the State of Maine, cannot fail to be advantageous to the property of this Commonwealth in lands situated at no great distance from the route of the projected Railway, and that the success of this new line of communication, by promoting the growth and prosperity of the States and Provinces at the East of us, will have a beneficial influence on the prosperity of our metropolis. These considerations, we doubt not, will recommend the application to the favourable attention of the Legislature. The petition has been referred to a special joint committee, and has been ordered to be printed.—Boston Daily Advertiser.

[The petition is signed by John A. Poor, Elijah L. Hamlin, Anson G. Chandler.]

Fears are expressed in the New York papers of the loss of the packet ship Ivanhoe, with all on board, which vessel left that port on the 2d of February, for Liverpool, with a valuable cargo, and a wreck, supposed to have been her, was fallen in with on the 26th of that month, off the South Shoal of Nantucket. The ship was insured in Wall-street for \$75,000, and the cargo was estimated at \$150,000, part insured in New York and part in England.

MOUNTAIN OF CARBONATE OF MAGNESIA.—The resources of California are not confined to the precious metals alone; there is a vast extent of country, of which nothing is said, that will develop in time, new avenues of wealth. After crossing the Sierra Nevada, in latitude between forty-one and two, (if memory serves,) the descent to Goose Lake is through a pleasant valley of about ten miles in length, abounding in Springs and Meadows. About a mile below where the lake is approached from the east, is the first outcrop of slate and quartz, with an auriferous country around. Near the southern extremity of the lake is a most beautiful ledge of serpentine rock. The strata is horizontal, and the green and grey shading is delicately blended, and the lines almost as perfect as if they had been traced with the artist's pencil.

On Pitch (or Pitt) River, the principal affluent of the Sacramento, which flows through a charming valley, and about five days' journey from Goose Lake, there is a hill of pure carbonate of magnesia, one hundred feet high. Much of it is perfectly white, while some is more or less discoloured with iron, as if a painter had been striving to give effect by a colouring of light and shade. Large masses are easily detached, which, rolling down into the river that washed its base, floated off as light and buoyant as cork, until it became saturated with water. A thousand wagons could be loaded in a very short time, and there is enough to supply the whole world. For three days travel below, the soil seems to be impregnated with it, and the banks of the river are formed of it.—Pacific News.

TEMPERANCE LEGISLATION.—It has pleased the New York Legislature, as yet, to do nothing on the subject brought before them by thousands of petitions, and numerous conventions, though it is hoped that a prohibitory law of some kind will be passed. Little Delaware passed through its lower House a bill restricting the beautiful business of licensing, in a manner gentle enough, we should suppose, to give no offence to any stripe of bruisers: but the senate smelt treason in it, and it was rejected. In Ohio, a clause has been incorporated into the constitution, prohibiting the Legislature from licensing the sale of intoxicating drinks, and enjoining laws to protect the people against the sale of them. In Michigan, a similar provision has worked itself into the organic law of the State. Other States will be following the example, and the traffic will find its true level.—N. Y. Ecen.

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