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ENGLAND.
THE QUEEN AND THE POPE—ADDRESS OF THE CATHOLICS OF ENGLAND TO HER MAJESTY.
(From the Times.)

The following address, which is understood to be from the pen of Cardinal Wiseman—a fact which gives additional importance to it—will, we understand, be read at the various Catholic churches and chapels on Sunday (Nov. 24), and will be either recited, with the view of obtaining signatures to it, to testify to the loyalty of the Catholics of England to Her Majesty's Royal and Noble Majesty Victoria.

"TO THE QUEEN'S MOST EXCELLENT MAJESTY."
"May I please your Majesty—We, the undersigned subjects of your Majesty, residing in England, and professing the Roman Catholic religion, beg to approach your Majesty's throne, in order to express our warmest feelings of affection and our absolute fidelity to your Majesty's Royal person, crown, and dignity.

"At a moment when attempts are being made to impair our loyalty, we consider it a duty to give fresh utterance to these our feelings.

"Wherein charges of exclusion from the privileges of the constitution, and from the rights enjoyed by their fellow-subjects, the Catholics of England remained true to their allegiance to your Majesty in this respect; and, in conformity with their consciences, at all times, to defend its rights and its prerogatives against every foe. And now that, under your Majesty's wise rule, an equal and equal participation with others in the benefits of the constitution, we are more than ever animated with the same sentiments of fidelity and attachment, and are equally ready to give proof, whenever occasion may present itself, of the sincerity of our loyal professions.

"The dearest of the privileges to which we have thus been admitted, by the wisdom of the British constitution, is that of openly avowing and professing the religion of our fathers, in communion with the Son of Rome. Under its sanction we have learned, as a most sacred lesson, to give to Caesar, the things that are of Caesar, as we give to God the things that are of God. In whatever, therefore, our church, its rights and attachment, and are equally ready to give proof, whenever occasion may present itself, of the sincerity of our loyal professions.

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and still come in English in Halifax and St. John's. The report circulated, that the Government's policy that employment in the canal is favored, as early as the failure of a single municipality to do it, precedes to a living, and a better, so soon as he gets into the canal, so early do operative men when they have the wherewithal according to their dearest scale of expectation. As a general rule, as soon as an artisan gets to the canal, he has no more than a married man or a son. We should not, therefore, be less surprised if we were to see a department of state taking home and votes but for an increase in employment, among its great masters from the cheapness of provisions. In the county of London the Registrar has been in the country districts, and the marriage issue from June, 1845, to June, 1848, and has been as follows:—In the county of London, 1,400,000; in Devon and Cornwall, in Portsmouth, in Plymouth, but increased in Here and Buckinghamshire.

"The births in this return are those for the same quarter only, as for the three months ending September 30. They amount to 146,790, being considerably more than have yet been registered; any corresponding quarter—more not yet set out, is very different in proportion to the preceding. The births are, in fact, always more numerous in the first and second quarters of the year, and the fourth quarters, so that no fair comparison may be instituted, except between the corresponding quarters of different years. The increase is greatest in the four southern counties, and in the west and north-western counties—Cheshire and Lancashire. The Registrar has been in the country districts, and the lowest in 1847, and was very low in 1849; but the recovery has been that year.

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THE NIAGARA ROUTE TO CALIFORNIA.
From the Times.

The project of the Atlantic and Pacific may also be regarded as a work of great interest, and the 13th of February, 1850, the Times discuss the Niagara route, urging the attention of capitalists to the advantages of this mode of American Company, by whom agents were sub-

AND

"It is equally desirable to obtain a concession from the government of that country, who have now for only two or three years upon the waters of the Erie Canal for the purpose of establishing a temporary transit, but there also a corps of 12 engineers actively engaged in the surveys for the canal. The head of the party is Mr. O. W. Child, lately chief engineer of the State of New York, under whose charge was conducted the recent excavation of the Erie Canal.

"The Niagara route to California across the isthmus near 800 miles as compared with the ordinary route from New York to the city of San Francisco, and from there to the city of San Francisco, where a land journey of only 15 miles remains to reach the Pacific. The contemplated fare for the passage is 50 dollars, including 250 lbs. of baggage for each passenger. This is lower than the charge of Panama, and, consequently, the saving of distance and the advantage to health will also be accompanied by a saving in the cost of transportation of goods.

"Nothing in connexion with the present movement on the Pacific will be watched with more interest than these proceedings. It has been commonly reported that the number who crossed the isthmus last year was 70,000, and the lowest estimate was 40,000. The business connecting with it regarding California and the shortening of the distance, coupled with the removal of its chief objections, would give rise to an immense sale before prospects for the future. Should everything go, therefore, as smoothly as appears to be calculated, this year or two, a scarcely elapsed before results may be realized from this new opening more remarkable than any that have yet been presented.

"This course proposed for the temporary transit is the same as that which was suggested by David Bailie in 1837 for the Erie Canal. The company find, however, that there is every prospect that the temporary route will be the permanent work to the more northern terminus, described in the pamphlet of Prince Louis Napoleon. Mr. Bailie's estimate of 4,099,000, for the cost of its construction is in excess, therefore, of that which they estimate, and the change of course, which has raised the elevation to be crossed from 487 feet down to 93 feet has also the advantage of bringing them to the port of Havre, the finest harbor on the Pacific, and about 180 miles nearer to San Francisco.

"The charter granted by the State of Niagara provides that the canal is to be completed in twelve years. The company are to have exclusive enjoyment of it for 85 years after the date of completion and to receive 10 per cent out of the net profits for a further period of 10 or 20 years. Meanwhile they are to have a monopoly of the temporary route. They are also to have the exclusive privilege of steam navigation and of rail making throughout the entire route, to be used either for 12 years or for eight sections of land of six miles square, to be chosen by themselves on the banks of the canal. There is to be no tolls; the ships of Niagara are to receive no wages, until 7 per cent. of the net profits of the stockholders. Of all profits exceeding 7 per cent. to be applied to the works during the first 20 years, and one-fourth thereafter, the remaining payments consist of 2,000,000 a year until the expiration of its stock, and a donation of 40,000,000 of it.

"The most remarkable circumstance in connexion with this charter is its favourable nature as compared with that which has been issued in Holland subscribed, at the head of a Dutch company, in 1850. The limitation to 85 or 100 years, to be paid for by the shareholders, of 100 per cent, which would return the capital in that time, and with the exception thereof is scarcely anything better, in its advantages, except the stipulation that Niagara shall participate to the extent of a fifth in all the surplus profits beyond seven per cent. The charter arranged with the King of Holland, which was interrupted only by the Belgian Revolution, the dividend was to be 10 per cent, and the surplus profits were to be the property of the stockholders.

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AT Examinations received till Friday at noon, and inserted with the greatest care and attention.

Not exceeding six lines, one insertion, 38; three insertions, 98; and each subsequent insertion, 12 lines. Those exceeding six lines will be charged in proportion.

Notices from the National Associations, Circular Notices on subjects of general interest, Notices as to Public Schools, Churches, Hospitals, Benevolent and Beneficial Societies, &c.—gratis.

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taking at that period, and under such conditions, as a remunerative one, must be held as a significant illustration of what may well be expected. California, Oregon, and Vancouver's Island were then virtually unknown; the Australian colonies had scarcely come into existence, the tonnage of the United States was about one-third its present amount, and China was closed against the world.

"The traffic that would pass through the canal estimated now on the basis adopted in 1845, would amount to 1,700,000, or 424 per cent. on the outlay. In the hands of the most liberal the calculation could scarcely be reduced, but any other mode of leaving the outlet prior other than a legitimate and attractive one. But the great feature always to be borne in mind is that the cost of leaving the outlet so identified with the progress of the world that it returns at any one period could never be taken back, for the world would have become too far advanced.

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For London. British barque

"Compass," of 231 tons register, P. Jarvis, commander, is A. 1. at Lloyd's, and only 2 years old, has proved herself a remarkably fast sailer, has positively all the accommodations for live cargo, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Liverpool. British barque

Mary Queen, of 235 tons register, W. Wilson, commander, is A. 1. at Lloyd's, and only 2 years old, has proved herself a remarkably fast sailer, having just returned from Liverpool in a few days, and has only disengaged room for a few salted hides and light freight. This vessel being well equipped for passengers, offers an opportunity rarely met with, and persons wishing to make a trip to her, will do well to apply immediately. - f. 15.

For Liverpool. British brigantine

Choice, 177 tons, A. Oger, com. A. 1. at Lloyd's for 12 years superior little vessel, will receive her remarkable swift passage and for the good live cargo, has her entire cargo engaged, and is warranted to have quick despatch, her accommodations for passengers are very comfortable. - f. 15.

For Liverpool. British barque

"Bird" of 222 tons, Thornton, Bunty, Com. A. 1. at Lloyd's, will receive all the accommodations for live cargo, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Liverpool. British barque

"Remond," of 237 tons register, J. Taylor, commander, has positively engaged the greatest portion of her cargo, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Liverpool. British brig

"Well known regular trade, A. 1. British brig "Wilson," of 243 tons register, M. Russell, commander, has a great portion of her cargo engaged, and has still room for a few tons of salted hides and light freight, and will receive accommodations for passengers. - f. 15.

For Liverpool. British barque

"Baronet," of 237 tons, Wiley, commander, has positively engaged a large portion of her cargo, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Liverpool. British barque

"William Pease," of 219 tons, James J. Bell, commander, well known in the River Plate trade as one of the fastest and regular vessels, and is now discharging and will soon be ready to receive cargo. - f. 15.

For Cork or Falmouth.

British brig "East," 225 tons, Daniel Green, commander, is chartered to sail for the above destination, and will receive accommodations for passengers, and will receive quick despatch. - f. 15.

For Cork or Falmouth.

British schooner "Tamar," 144 tons, D. Legg, Commander, is chartered to sail for the above destination, and will receive accommodations for passengers, and will receive quick despatch. - f. 15.

For Cork or Falmouth.

British schooner "Mermaid," 142 tons, Alexander Forrest, Commander, is A. 1. at Lloyd's, has positively all her cargo engaged, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch. - f. 15.

For Havre de Grace. French brig

"Comet," of 207 tons, Nogues, commander, has just returned from Havre de Grace, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch. - f. 15.

For Havre de Grace. French barque

Marie Pauline, 201 tons, LeDoy, commander, is A. 1. at Lloyd's, and only 2 years old, has proved herself a remarkably fast sailer, having just returned from Havre de Grace, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch. - f. 15.

For Marseilles and Cte.

French schooner "Lion," 142 tons, Alexander Forrest, Commander, is A. 1. at Lloyd's, has positively all her cargo engaged, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch. - f. 15.

For Antwerp. Swedish brig

"Norden," of 275 tons, Olofsson, commander, is a very superior little vessel, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Antwerp. French barque

"Tigre," of 212 tons, Bot, Commander. Has positively engaged her entire cargo, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Antwerp. Swedish brig

"Brave," of 167 tons, Lyth, commander, is A. 1. at Lloyd's, and only 2 years old, has proved herself a remarkably fast sailer, having just returned from Antwerp, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Antwerp. Danish brigantine

"Heimstad," of 130 tons, Rohrer, commander, has just returned from Antwerp, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For New York. Sardinian brig

"Sardinia," of 215 tons, Balduino, commander, is A. 1. at Lloyd's, and chartered to sail for the above destination, with a limited time, offers a superior opportunity for passengers. - f. 15.

For Boston. British brig

"Honey," of 231 tons, James Scott, commander, is A. 1. at Lloyd's, and chartered to sail for the above destination, with a limited time, offers a superior opportunity for passengers. - f. 15.

For Freight or Charter to any part of the world.

British barque "Blonde," of 215 tons, John White, commander, is A. 1. at Lloyd's, and chartered to sail for the above destination, with a limited time, offers a superior opportunity for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Freight or Charter to any part of the world.

British schooner "Gladstone," of 155 tons, John White, commander, is A. 1. at Lloyd's, and chartered to sail for the above destination, with a limited time, offers a superior opportunity for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Freight or Charter to any part of the world.

British schooner "Helen," of 181 tons, James Scott, commander, is A. 1. at Lloyd's, and chartered to sail for the above destination, with a limited time, offers a superior opportunity for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

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For Marseilles. Passengers only.

The only entry and very fast sailing French brig "Revolver," of 145 tons, Capt. Thomsen, her accommodations for passengers are very good, and she will receive quick despatch, and will receive quick treatment. - f. 15.

For Marseilles. Le petit brick

"Pompey," of 100 tons, Lyth, commander, is A. 1. at Lloyd's, and chartered to sail for the above destination, with a limited time, offers a superior opportunity for passengers. - f. 15.

Four Cte. and Marseilles.

Le trois mail [Barque] française "Henry et Louise," 180 tons, captain Paul Gautier, ayant tous les commodités pour faire un voyage agréable et sûr, est en route pour Marseilles. - f. 15.

For Bourbon. Passengers only.

The splendid, new, coppered and copperfast French ship "Vierge," of 228 tons, Capt. Deland, will sail for the above destination about the 29th ult., and having the most superior accommodations for passengers, Messrs. Russell & Co., of Charles R. Horn, Sworn Ship Broker, No. 25, Calle La Reconquista. - f. 15.

For Falmouth. The very fast sailing A. 1. Lloyd's

British brig "William," Capt. Stimp, 170 tons, will sail for the above destination, with a limited time, offers a superior opportunity for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Cork or Falmouth.

Passage Only. The very fast, fast sailing A. 1. coppered and copperfasted Bremen brig "Marianne," of 231 tons, James Scott, commander, is A. 1. at Lloyd's, and chartered to sail for the above destination, with a limited time, offers a superior opportunity for passengers. - f. 15.

For Cork or Falmouth.

Passage only. The very fast sailing A. 1. coppered and copperfasted Bremen brig "Marianne," of 231 tons, James Scott, commander, is A. 1. at Lloyd's, and chartered to sail for the above destination, with a limited time, offers a superior opportunity for passengers. - f. 15.

For Hamburg. The small A. 1.

Very fast sailing Danish coppered and copperfasted brig "Vierge," of 162 tons, Capt. Bredt. Will only admit of about 100 passengers, but has excellent accommodations for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For all parts of the world.

Well known in the trade, coppered and copperfasted A. 1. at Lloyd's, British brig "Adam Smith," 220 tons, Capt. Bredt, will sail for the above destination, with a limited time, offers a superior opportunity for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Liverpool. The well known

MAY, Phoenix 213 tons, very small carrier, Malaga, the favorite little vessel of the trade, is now discharging and will soon be ready to receive cargo. - f. 15.

For Liverpool. The very fast sailing

A. 1. British brig "Gratias," built in 1847, has just returned from Liverpool, and has still disengaged room for a few tons of salted hides and light freight, and will receive accommodations for passengers, and will receive quick despatch, and will receive quick treatment. - f. 15.

For New York. Passengers only.

The very fine, fast sailing Dutch barque "Lion," of 215 tons, Lyth, commander, is A. 1. at Lloyd's, and chartered to sail for the above destination, with a limited time, offers a superior opportunity for passengers. - f. 15.

For Falmouth. Passengers only.

The splendid, new, coppered and copperfasted French ship "Vierge," of 228 tons, Capt. Deland, will sail for the above destination, with a limited time, offers a superior opportunity for passengers. - f. 15.

For the Coast of Brazil or Europe.

The very fast sailing Portuguese brig "Blanc Port," 130 tons, is ready to receive cargo, and will receive quick despatch, and will receive quick treatment. - f. 15.

For Freight or Charter.

The coppered and copperfasted Swedish brig "Blanc Port," 130 tons, is ready to receive cargo, and will receive quick despatch, and will receive quick treatment. - f. 15.

MERCHANT VESSELS from sea in the Port of Buenos Ayres on the 31st inst. For arrival

of sailing this week see Marine List.

Date of Arrival.

Table with columns: Vessel & Captain Name, Consignees.

NATIONAL.

Table with columns: Vessel & Captain Name, Consignees.

BRITISH.

Table with columns: Vessel & Captain Name, Consignees.

AMERICAN.

Table with columns: Vessel & Captain Name, Consignees.

FRENCH.

Table with columns: Vessel & Captain Name, Consignees.

SPANISH.

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SARDINIAN.

Table with columns: Vessel & Captain Name, Consignees.

BRASILIAN.

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IRISHMAN.

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PORTUGUESE.

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SWEDISH.

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NOVAIGRAN.

Table with columns: Vessel & Captain Name, Consignees.

DUTCH.

Table with columns: Vessel & Captain Name, Consignees.

MEXICAN.

Table with columns: Vessel & Captain Name, Consignees.

VESEL OF WAR. FRENCH—Brig Hussard, Capt. Deddit. George Thomas, Responsable, Editor.