

soon conscious that the balloon was ascending rapidly; but so extended were the clouds, that it was only at an elevation of 22,000 feet (four miles) that he came in view of the sun and left the wind below him. He speedily found that he could not remain in so rarified an atmosphere; his ears hummed, his breathing was difficult, and pieces of paper that he threw over fell like lead. It became indispensable to descend, and to brave the fury of the elements as best he might.—His strength was so reduced and friction was so remarkably increased, that he could not, until after repeated efforts, raise the valve and allow a portion of the gas to escape. At such an altitude the ascensional force of gas is doubled, and when the valve opened a quantity was discharged that at once destroyed the balance, and the balloon began to descend furiously. M. Coste threw out everything that he could dispense with, and lashed himself to the car. The earth began soon to appear, and approach at a frightful rapidity. The balloon struck sideways and ploughed up the field for some twenty yards. The aeronaut freed himself from his cordage, and jumped ashore unhurt. The balloon, lightened of a hundred or more pounds, was off again in a twinkling; but M. Coste caught hold of the anchor rope, which is always allowed to hang, and suffering himself to be taken up a dozen yards, brought the balloon back. By this time assistance had arrived, and a party of stout peasants bound the frantic machine to a tree, where it was deflated. M. Coste arrived at the Hippodrome the next morning, at ten o'clock, and was received as a man risen from the dead.—He had been given up as lost by all who saw him start. Nothing daunted he has made three ascensions since, and has seen nothing yet, to dissuade him from adopting the career of an aeronaut. M. Coste was the only editor of the *Avenement* that never was imprisoned for a *delit de presse*. One would suppose that a man of such energy and unbounded spunk would be one of the first to get himself into limbo for too unbridled a use of his pen."

[From the St. John Morning Times.]

THE FISHERIES.

The seizure of American Fishing vessels seems to engross a large share of the attention of the papers. Some of them seem to think that a war is inevitable, but the greater part seem to think there is no cause for alarm. By the treaty of the year 1818 the Americans for ever renounced all liberty to take, dry, or cure fish within three marine miles of any of the coasts, bays, or harbors of the British Dominions in America, except in certain places, having the privilege, however, of running into harbor for water, &c. The late Radical British Ministry refused to enforce the provisions of the treaty, but gave full privilege to American fishermen to encroach on the best fishing ground from which the treaty excluded them. The Derby Ministry are not so easily dealt with, and have sent armed vessels to see that the rights of the Colonies are maintained. This the Americans can say nothing against, but they protest against the construction put upon the treaty by the Derby Ministry. They claim a right to fish within three miles of the shore. The following we extract from an official document of the Secretary of State:—

"The British authorities insist that England has a right to draw a line from headland to headland, and to capture all American fishermen who may follow their pursuits inside of that line. It was undoubtedly an oversight in the Convention of 1818, to make so large a concession.

In 1841, the Legislature of Nova Scotia prepared a case for the consideration of the Advocate General and the Attorney General of England, upon the true construction of this article of the Convention. The opinion delivered by these officers of the Crown was:—"That by the terms of the Convention Americans were excluded from any right of fishing within three miles from the coast of British America, and that the proscribed distance of three miles, is to be measured from the headlands or extreme points of land next the sea, of the coast or of the entrance of bays or indents of the coast, and consequently that no right exists on the part of the American citizens to enter the bays of Nova Scotia, there to take fish, although the fishing

being within the bay, may be at a greater distance than three miles from the shore of the bay;—as we are of opinion that the term 'headland' is used in the treaty to express the part of the land we have before mentioned, including the interior of the bays and the indents of the coast."

It is this construction of the intent and meaning of the Convention of 1818, for which the Colonies have contended since 1841, and which they have desired should be enforced. This the English Government has now, it would appear, consented to do, and the immediate effect will be the loss of the valuable fall fishing to American fishermen: a complete interruption of the extensive fishing business of New England, attended by constant collisions of the most unpleasant and exciting character, which may end in the destruction of human life, in the involvement of the government in questions of a very serious nature, threatening the peace of the two countries. Not agreeing that the construction thus put upon the treaty is conformable to the intentions of the contracting parties, this information is, however, made public to the end that those concerned in the American fisheries may perceive how the case at present stands, and be upon their guard. The whole subject will engage the immediate attention of the government.

"DANIEL WEBSTER, Secretary of State."

The Newburyport Herald grows warm on the subject, owing to the fact that Newburyport has been thriving by the sanction which the Russell Ministry gave the Americans to prey upon the Colonial fisheries. It sees that thousands of Americans must be turned out of employment to make room for the rightful owners of the fishing grounds, and that the business of the seaport towns of New England must be prostrated by this act of the British Ministry.—It says:—

"Then there is the last resort of self-protection, which will bring on the imminent crisis, compelling the instant and energetic action of the government. The fishermen have vessels manned by strong men with courageous hearts. Let them arm their vessels, and resist any violation of the legitimate and long established construction of the treaty. Let them scrupulously avoid trespassing upon the inhabitants, or fishing or curing within three miles of the shore, but submit to nothing more, and sink every British cruiser which molests them outside of these limits, or if overpowered by superior force, let their own vessels go down with hags flying."

As soon as the British Government receives the *Newburyport Herald*, they will, of course, withdraw this fleet, as they could not think of having it exposed to the deadly broadside of an armed fishing smack!—[Ed. Sentinel.]

NEW BRUNSWICK AGRICULTURAL EXHIBITION.—We notice by an advertisement in the *Carleton Sentinel*, published at Woodstock, New Brunswick, that meetings are being held in various places in that vicinity, in order to awaken an interest and take measures to secure a creditable representation of that portion of the Province in the Great Exhibition of the New Brunswick Agricultural Society, which is to be held at Fredericton, in October next. From what we have seen of the Province in the neighborhood of Woodstock, we have no doubt but that there is material enough which may be brought out, to add its full quota to the variety and interest of such an Exhibition, and as the people have started early and in earnest, they will undoubtedly be among the foremost on that occasion.

We have certainly an interest in the prosperity of our neighbors, the farmers and artisans of the Province, and we hope to see them successful in all their laudable undertakings. The proposed Exhibition will, in all probability, present many features worthy the attention of our farmers; and we hope those who desire to see the beautiful scenery on the St. John river, notice the improvements in that region, and become better acquainted with our New Brunswick neighbors, will avail themselves of that opportunity to visit Fredericton. We think we may safely promise them that the visit will be one of interest and pleasure.—*Maine Farmer*.

PROTECTION OF THE FISHERIES.

(From the Boston "International Journal.")

The Halifax *Morning Chronicle* furnishes the following list of the vessels that are to cruise on this service on the British North American waters during the present summer:—

- Cumberland, 70, (Flag, Sir. G. F. Seymour.) - - - - - Capt. Seymour;
- Suppho, 12, sloop, - - - - - Com. Cochrane;
- Devastation, 6, steam sloop, 300 horse power, - - - - - Com. Campbell;
- Buzzard, 6, steam sloop, 300 horse power, - - - - - Com. —;
- Janus, 4, steam sloop, 220 horse power, - - - - - Lieut. —;
- Nelley, 3, ketch, - - - - - Com. Kynaston;
- Bermuda, 3, schooner, - - - - - Lieut. Jolly;
- Arrow, -, brigantine, - - - - - —;
- Telegraph, -, schooner, - - - - - —;
- Halifax, 2, brigantine, - - - - - Master Laybold;
- Belle, 2, brigantine, - - - - - Master Crowl;
- Responsible, 2, schooner, - - - - - Master Dodd;
- Daring, 2, schooner, - - - - - Master Daly.

In addition to this formidable force, His Excellency Sir G. F. Seymour requires, we learn, two more vessels besides the *Arrow* and *Telegraph* (two beautiful crafts of whose merits we have previously spoken,) to be fitted, provisioned, officered and manned by the British Government. The *Buzzard*, hourly expected from Portsmouth, brings out men to man these hired vessels. To these must be added, one from New Brunswick, one from Canada, and one from P. E. Island, making a total of nineteen armed vessels, from the "tall Admiral," to the *Tender*, engaged in this important service. His Excellency the Vice Admiral deserves the thanks of the people of British North America for the zeal with which he has taken up this momentous matter, and also for the promptitude of his co-operation with the Provincial Government.—*Janus* comes to Newfoundland direct from Gibraltar; she is an experimental Steamer constructed by Sir Charles Napier, and by some said to be a splendid failure. *Cumberland* sails immediately for St. Johns and the Newfoundland coast.

ST. ANDREWS & QUEBEC RAILROAD.—The rapidity with which the work on our railway progresses, is matter of congratulation to all who take any interest in that important work. The repairs at Katie's Cove have been made in the most substantial and workmanlike manner, as well as in other parts of the line; but this is what might be expected from men who thoroughly understand their business, and who have the means to carry it on. Mr. King's corps of assistants has been augmented. The "Margaret & Rachel," now due, is hourly expected with the machinery, &c., required in the construction of the work. We must not omit mentioning the harmony and good will which exists among the hands employed on the line; the best understanding seems to prevail with employer and employed; the men expressing themselves satisfied with the wages and time allotted for their work, as well as the punctual payments. We sincerely trust that this state of things may continue, and as "actions speak louder than words," we are warranted in believing that it will be perpetuated. All that is required to overcome every obstacle is—enterprise, skill, and energy, and these qualities Mr. King possesses in an eminent degree.—*Standard*.

The grounds in the vicinity of the Province Building have under the immediate superintendance of Mr. Botsford been much improved and beautified during the present summer, and active preparations are in progress to render the whole area with the Buildings included as attractive and convenient as possible for the purposes of the Provincial Fair. Mr. Stead, whose judgement and taste in matters of the kind are universally acknowledged, has been appointed a sole Committee for superintending the general preparations; and in this instance the Provincial Society has not only paid a just tribute to the talents of Mr. Stead, but they have done what is of much greater consequence, they have insured the success of the Exhibition, so far as it may depend upon preparatory arrangements.—*Fredericton Reporter*.

Another American Fishing Schooner—the *Hyadas*, of Lubec—arrived at this port on Tuesday last, having been seized in the Bay by H. M. S. *Nelley*, for violating the Fishing treaty.—*St. John Courier*.

BRIDGETOWN, N. S.—LICENSE LAW.—A law passed by the sessions for the County of Annapolis, prohibiting the grant of Licences for the sale of intoxicating liquors in that county, having come into operation some time ago, has created great excitement in Bridgetown. In two or three instances parties who had violated the law have been fined thirty to forty pounds each. This has proved the unkindest cut of all, as is evident from circumstances that have transpired.

One of the magistrates, Joseph Wheelock, Esq., who sat in judgement on a case for violation of the License Law, has received an unwelcome visit from parties unknown, who have exhibited their venom by firing and consuming his barn, containing farming implements, cow and calf, wool and grain. Government has issued a reward of £50 for the apprehension of the incendiaries.

A few days ago another party was fined for a like offence. On Tuesday evening last, Richard James, Esq., one of the presiding magistrates, was aroused from his bed at midnight by a rap at his door. Ere he had time to reach his door an explosion of gunpowder took place, blowing out his windows, and considerably injuring his dwelling. On examination it was discovered that a canister of powder had been placed before his door, and had he answered the call on the moment, he would have been blown to atoms, the object, no doubt, being revenge.

Public meetings are being held, for the purpose of devising means to preserve the peace and quiet of the village.—*St. John Times*.

DISTRESSING FATALITY.—Week before last, the steamer *Nominee* took up to Lake St. Croix an emigrant family from Indiana, named Secrest. They had travelled across the Mississippi, by land, and were possessed of several wagons and a large amount of stock, and were well provided with money. In a day or two after landing at a point on the West side of the lake between Willow river and Stillwater, a member of the family sickened and died almost immediately, and when the editor of this paper was in that vicinity last week, four more of the number lay dead in a barn a short distance from the house in which the family lived. A fifth was considered past hope of recovery, and has since died. The disease was called cholera by the physicians who visited the family. The sufferers received all needful aid from the people of Stillwater. The family was composed mostly of adults. Of the six who died four were females, being all that belonged to the family.—*Dubuque Tribune*.

THE CALIFORNIA NEWS.—The arrival of the steamship *United States*, at New York, brings us ten days later news from California. The shipment of gold still continues without decrease \$1,200,000 being taken by the steamship *Golden Gate*, as the accumulation of ten days. The principal feature of the news by this arrival, is the total destruction of the flourishing city of Sonora by fire!

The *Telegraph* gives full particulars of this calamity. It appears that with the exception of a few wooden buildings and tents, the whole city is swept away. But, notwithstanding this wholesale destruction of property, and the extinguishment of many fair hopes, the next news from the golden land will probably tell us that the energy which has always distinguished the people of California under similar reverses of fortune has not been extinguished, and that the inhabitants have actively commenced repairing the damage done by the fell destroyer.—*Boston Journal*.

The veritable sea serpent has, it appears, visited our harbor. The monstrous "critter" was seen by Mr. George Osborne, of Cow Bay, on Saturday, as he is willing to testify on oath.—It was quite near to his boat, and is thus described by Mr. Osborne—"Its head was exactly the shape of a serpent, and, being above water, appeared to be about five feet in length, by about seven feet in circumference; the body, which was principally under water, could not have been less than 60 or 70 feet in length."

Mr. W. Baizley, of Ferguson's Cove, corroborates the above, he also having seen a similar creature some time ago.—*Halifax Colonist*.