

86	do	2	do
66	do	2	do
17	Des Brisay L. P.	4	do
464	do	2	do
73	Holderness, J. W.	2	do east branch
37	Johnson James	2	Chockish River
645	Casey Peter	2	do
215	M'Phelim, James	5 1/2	Buctouche River
216	do	4	do south brnch
207	do	4 1/2	do
400	Des Brisay L. P.	6	do
1684	M'Phelim James	10	do
1074	Coates John	2	do
667	Gaynor Joseph	6	Cocagne River
872	Brown John	2 1/2	do
902	do	3	do
15	Scovil W. H.	2 1/2	Shediac River
36	Welling Moses	10	do
406	Wolhaupter B.	3	do

R. D. WILMOT, Sur. Gen.

WEDNESDAY'S MAIL.

NEW BRUNSWICK.

**THE RAILWAY.—THE BEND.**—We learn from a gentleman just come from the Bend (Mr A. Wright) that Mr Giles and his staff of engineers are actively engaged on the line of Railway between the Bend and Shediac, and that a gang of over sixty men are now actually employed making clearances along the route, &c. It is expected that the line will be located in a week or ten days, the surveys being now almost completed, when from 500 to 600 men will at once be set to work. A number of the French inhabitants are anxiously waiting for the commencement of operations on a large scale, ready to be employed, and willing to work, when they are sure of cash payment. The men now employed are paid \$5 a week, paid weekly in cash—a novel mode of payment in that district. The wages were thought too small at first, but the men after some hesitation accepted them with the understanding that after the first month each man was to be paid what he was thought to be worth.

The conduct of Mr Giles is said to be all that the conduct of a man placed in such a position ought to be. He minds his business, does his business, is industrious, energetic and independent, keeping aloof from all parties and free from all influences.

There is no doubt that the Line will be completed this year, there being no cutting or embankments of any consequence.

Already there is a large trade springing up between P. E. Island, the North Shore, the Bend and St. John, and the Bend is growing rapidly, buildings springing up in all directions. The Commodore, on her last trip, brought down 60 passengers, and 559 bags of oatmeal, from the Island, 100 to 150 boxes of salmon from the North Shore, and a great deal of freight besides. The value of this trade to St. John in a few years will be inestimable.—*St. John Freeman.*

We have on several occasions attempted to point out the great advantages to be derived from the introduction of Woollen Factories in this place, and also establishments for the manufacture of various other articles which we are now compelled to import, and which are constantly draining the country of money. Could any thing like a correct estimate be made of the sums yearly sent away for the purchase of articles, which can be made here as well and as cheap as any imported, it would exceed all belief. Any quantity of wool can be raised in this County if a market could be found, and the establishment of Factories would not only create a market for this article, but for every other kind of country produce, consequently our Farmers are more interested in the matter than any other class of men; but all would be benefitted. Here we have the raw material for the manufacture of a large portion of the various articles that are now imported, yet they are comparatively useless for the want of a little enterprise in those men who possess the necessary capital. We do not believe in going on our bended knees from year to year to the Americans, praying them for reciprocity in trade; rather let us help ourselves, and do as they have done, manufacture instead of importing. We have but little they require from us in the way of trade. They do not want our lumber—our fish they would steal, and our minerals are buried in the bowels of the earth. We have depended too long upon the energy and enterprise of other people, and have allowed our resources to lie dormant, but we hope the evil days are about at an end, in this country at least, as we learn from good authority that efforts are being made to get up a company for the manufacture of axes, spades, shovels, manure and pitch forks, rakes, and various other articles which are used in this County in great abundance. There is no earthly reason why establishments of this kind, if properly conducted, should not be a money making affair. The high price of labor is no argument against their introduction, had we any kind of work going on to induce laborers to come amongst us, they would soon find their way here in

numbers sufficient to reduce the present high wages to a fair standard. If for no other reason, farmers generally should interest themselves in works of this kind, because they will create a market for all kinds of country produce, and will save large sums of money yearly to the Province. We hope all who are able will lend their aid to erect and support an establishment for the manufacture of those articles we have named above, others will soon follow, and in a short time both Town and County will be benefitted to an extent surpassing belief.

**GOLD DISCOVERIES IN WOODSTOCK.**—This is a startling announcement, but it is a fact; we saw a twenty dollar gold piece yesterday, and a story is current that large sums have been lately dug on Bull's point. We visited the diggings and saw evident marks of labor, but what amount has been taken out we are at present unable to say. As soon as we learn the particulars we will lay them before our readers.—*Woodstock Sentinel.*

UNITED STATES.

**FIRE—FALL OF CANAL BRIDGE.**—Pittsburgh, June 27.—Last night a canal boat in the Wayne street basin took fire, and the flames communicated to Clark & Shaw's extensive forwarding warehouse, which was entirely consumed, together with most of its contents.

The warehouses of Mr Bingham and the Reliance Transportation Line, were also burned; most of the goods in the two latter were saved. Clark & Shaw's loss was covered by insurance. The total loss is about \$75,000.

During the fire, a bridge across the basin fell, carrying 200 persons into the canal; no person was seriously injured.

CANADA.

**PROFITABLE SPECULATION.**—An estate in Canada West, known as the Crookshank Estate, which was recently purchased for £30,000, has realized to the fortunate speculators £103,000.

The congregational Union of Canada is moving vigorously, preparatory to the final Parliamentary struggle on the "Reserves" question.

Laborers on the Great Western Railway (Canada) are now working 12 hours per day—wages, daily, 5s.

The weather in Lower Canada had been extremely pleasant, and conducive to vigorous vegetation, the crops in other sections of the Province are reported to be most promising.

The weather in Canada West has been exceedingly hot. At Hamilton four persons had been struck down by a *coup de soleil*, of whom one died.

On Saturday night, at 11 o'clock, the bark Jessie, of Sligo, Kelly, master, lately arrived from Buxport, Maine, in ballast and having about 30 tons of smith's coals on board as stowage, was towed to Oliver's wharf by the new steamer St. Joseph, belonging to Mr. Verrault. The Jessie was made fast to the inside of the long outer wharf, and the St. Joseph to the Jessie. About six or half-past six o'clock, yesterday morning, Captain Kelly, of the Jessie, was awakened by his mate who informed him that the steamer alongside was on fire. Starting from bed, Captain Kelly saw the St. Joseph in one sheet of flame, and found that the fire had been communicated to his vessel. The people of the St. Joseph seemed afraid of an explosion and the crew of the Jessie endeavoured to scuttle the steamer by cutting a hole in her bottom. She however did not sink and Captain Kelly immediately set her adrift, taking the precaution, his own vessel being on fire, to take his chronometer ashore and what articles of clothing he should lay his hands upon in his cabin, which being on deck had taken fire. The St. Joseph drifted out of the dock, falling against a new vessel, from which she was speedily shoved off into the stream. The alarm of fire had by this time been given, numbers of people had collected upon the wharf, a fire engine or two brought down and the fire Inspector, Mr. Wells, was exerting himself to extinguish the fire which now raged with great fury in the hold of the Jessie, and had already partially destroyed the main and mizen masts with their riggings and sails. A stream of water was kept upon the burning vessel and large holes were cut in her bottom so that the water might enter and put out the fire. The vessel sank very slowly, however, and the main and mizen masts were so much destroyed that to prevent accident to those endeavouring to save the vessel they were cut away and fell at half-past 8 o'clock upon the wharf. The vessel shortly afterwards went down and the flames were extinguished, but not before holes had been burned through her sides, and her ports, topsides, stern frame, and deck had been completely destroyed; and that part of the foremast below the deck had been greatly charred. In a word all about the fore-castle, above water is gone.

We left the St. Joseph adrift in the

stream. The tide was running up at the rate of six knots an hour and the river thickly studded with vessels at anchor. The St. Joseph presenting a grand but painful spectacle, floated past one vessel and then another, the flames reaching high above her funnel, her walking beam and the frame on which it is supported licked with the devouring elements, and her wheels exposed from the destruction of the baddle boxes until she came nearly opposite the Queen's wharf when she struck a bark and jerked off again and fell across the bows of the brig Erin, of New Ross, Captain Walsh. Unfortunately the bowsprit of the Erin ran under the frame of the walking beam, and there seemed little chance of saving the brig from destruction. The devouring element entwined itself around the bowsprit, the flying jib and jib sails were instantly in flames, and the fire had laid hold of the figure head boardings, and seemingly the starboard bow. It was a minute or two before any one on board of the brig became conscious of the disaster. The police boats well manned were almost on board the Erin before the crew had sufficiently collected themselves to set about extinguishing the fire. The river police, it was observable from Durham Terrace, rendered most efficient service. Water was procured in buckets and thrown upon the fore part of the ship. But while this was being done one of the ferry-boats had fastened herself to the burning steamer and was ineffectually endeavouring to tow the St. Joseph off, when the steamer St. Roch came to her assistance by putting a tow line on board the ferry-boat. The two burning vessels could not, however, be disentangled. The tow rope, connecting the burning wreck with the steamer broke, and perhaps half an hour elapsed, the river police and crew of the Erin meanwhile exerted themselves to prevent the spreading of the flames before the steamer could make fast another tow line. Each, this time, made fast a line and another effort was made to separate the wreck and brig, which was successful, the brig having slipped out her anchor chain and the bowsprit rigging having given way. The St. Joseph was towed ahead, but not certainly farther than three times her own length when she, being burned to the waters edge, sank in ten or twelve fathoms just off the Cul-de-Sac end of the Napoleon wharf.—*Quebec Chronicle, June 27.*

FRIDAY'S MAIL.

EUROPE.

From Willmer and Smith's European Times, June 18.

The statement we made last week, upon very good grounds, that beneath the surface of society in France there lurked a vast amount of discontent, has been speedily verified, by the discovery of one or more plots against the life of the Emperor, which have led to the arrest of more than 300 persons. It is said that 60 conspirators were to attack and assassinate the Emperor at the Hippodrome; other parties were to have set fire to the palace of St. Cloud, and also to the Hotels of the ministers of police and war. As no public examination of the parties implicated takes place, all is vague rumour respecting the actual guilt of the accused; we only know that one avocat, two or three medical men, an ex-player, and divers editors and compositors are said to be arrested. The refugees of London and Brussels are as usual charged with the plot, which must have had extensive ramifications, as the arrest have been made in all quarters of Paris, comprising Orleanists and Legitimists. The chief conspirator, a cash keeper in a leading mercantile house, has made his escape to England. There is a good deal of excitement at Paris and elsewhere among the refugees, as the moment the troops are withdrawn from Paris and Lyons, it is universally believed that fresh domestic troubles will ensue. At all the arsenals of France great efforts are being made to collect seamen, and equip vessels of war, destined for the Mediterranean or Baltic service. We are inundated by reports conveyed through the telegraphs of diplomatic and hostile proceedings in all quarters, but we forbear giving currency to statements which have evidently no authority but the imagination of the writers. In spite of the recent plot, the Emperor and Empress appear in public without any military escort, and the Empress is said to be looking remarkably well. The duke of Genoa, after having been received by the Queen, with every mark of distinction, during his stay in England, has left London for Brussels.

Wilmer & Smith European Times, June 25.

**TRADE.**—The accounts from the manufacturing towns during the past week are all satisfactory, and show the extent to which the vigour of our commerce has become, independent of politics. Business

appears to have been fairly active in all the markets, but the export trade has necessarily suffered to some extent by the continued unsettled state of affairs between Russia and Turkey. The home consumption of the general articles of Birmingham manufacture continues large, with continuous orders for Australia; large shipments have also been unexpectedly required for the River Plate, although the latest accounts received from thence do not indicate the resumption of an active course of trade for some time to come. The departures from the port of London for the Australian colonies during the past week show a considerable decrease. The shipments of manufactures and ordinary descriptions of merchandise present a large diminution, and the rates of freight continues to exhibit a declining tendency.

The danger of war between Russia and Turkey has increased so much in the present week, as still further to restrict the amount of business in the Manchester market. All classes of buyers are rendered more timid. In addition to this, the advices received by the overland mail have the effect of strengthening the indisposition of the India and China merchants to enter into any operations. We have, therefore, to report a week of extremely limited transactions both in yarns and in goods. With all this, however, there is no giving way in prices. The firmness which prevails is owing to several causes. Spinners and manufacturers are in general fretted from stocks, and pretty well supplied with orders. The falling off in the receipts of cotton at the American ports, and the very great proportion of rubbish now held, give to respectable qualities somewhat of a hardening tendency even under existing circumstances. On all hands, the opinion prevails that, if the difference between Russia and Turkey were settled, the demand would be such as to cause an advance in cotton, in yarn, and in goods. At present there is a tendency to a higher cost of production, arising out of the agitation among the operatives for a restriction of the hours of labour and an advance of wages, and this agitation seems likely to succeed to some extent. Thus situated, producers are anything but anxious to bring themselves under further engagements, and, therefore, they maintain their quotations with unflinching firmness. The turn-out at Stokport continues without any appearance of concession on either side; but it is said the hands are receiving hardly any support from other places. At Blackburn the twisters-in having struck for an advance of wages, all the millowners gave notice, a few days ago, that, if the demand were persisted in, they would at the end of a fortnight, entirely stop their machinery both in the spinning and weaving departments. The consequence is, that the people in at least half a dozen establishments ceased operation.

In consequence of the conflicting character of the intelligence received from the continent, with respect to the state of affairs in the East, the English Funds were generally heavy at the commencement of the week. The announcement, however, that the Austrian intendant had arrived at the Dardanelles, has exercised a favourable influence on the market, as since the arrival of that intelligence the public, in anticipation of an amicable solution of the present crisis, have become purchasers of stock to a considerable extent, which has necessarily made money easier, and tended to support the upward tone of prices. Yesterday the Funds were very steady throughout the day, and the market generally exhibited an improved tone.

Great activity prevails in all the French arsenals, with a view to get up a respectable steam fleet to act with the British steam fleet in the Baltic, if the Czar perseveres in his hostile attitude.

**FIRMAN BY THE SULTAN.**—On the 7th inst. the following imperial firman was issued, guaranteeing the rights, privileges, and immunities of all subjects within the Sultan's dominions not belonging to the faith of Islam:

Imperial Firman, signed autobiographically, and delivered to the Greek Patriarch, June 7, 1853:

Let the resolutions contained in this my imperial ordinance be perpetually and faithfully executed, and let all men abstain from and guard against their violation.

Chiefest honour of the nation of the Messiah, support and strengthener of the people of Jesus, Greek Patriarch of Constantinople, may God preserve to thee thy rank. Upon receiving my imperial ordinance understand this which now follows:

The Supreme Being, the only Dispenser of celestial benefits, having in his sovereignty deigned to place me on the imperial, glorious, and powerful throne of the Caliphate, and having confided to my sovereign and equitable hands as a sacred trust, so many provinces and towns and innumerable classes of subjects of different races, it has been my care and solicitude, as it was my duty as Caliph, and my high mission as