

26	do	2	do
26	do	2	do
27	Des Brisay L. P.	4	do
404	do	2	do
73	Holderness, J. W.	2	do east branch
37	Johnson James	2	Chookpish River
645	Casey Peter	2	do
215	M'Phelim, James	5 1/2	Buctouche River
216	do	4	do south bruch
217	do	4 1/2	do
400	Des Brisay L. P.	6	do
1084	M'Phelim James	10	do
1074	Coates John	2	do
67	Gaynor Joseph	6	Cocagne River
873	Brown John	2 1/2	do
902	do	3	do
15	Scovill W. H.	2 1/2	Shediac River
26	Welling Moses	10	do
406	Wolhaupter B.	3	do

R. D. WILMOI, Sur. Gen.

EUROPEAN NEWS.

STEAM COMMUNICATION WITH AUSTRALIA.—Sixteen steamers have left England for Australia since steam navigation has been established with that country. The first steamer which went out—the Chusan—took 79 days to get to Sydney. The Australian took 95 days the Formosa 76, the Sydney 104, the Great Britain 98, the Sarah Sands 97, the Cleopatra 120, and the Melbourne, from Lisbon, only 79 days. With regard to the steamers Osmanli, Antelope, Harbinger, Adelaide, and Argo, and the steamers which took out the Australian mails from Southampton, in March and May last, some cannot yet have reached Australia; and with regard to others sufficient has not elapsed to hear of their arrivals out. An idea of the delays with which those steamers have met with at the coaling depots, may be gathered from the fact that both the Australian and Sarah Sands were detained at various ports of 15 1/2 days each; and the Melbourne was detained 12 1/2 days between Lisbon and Sydney. Since the establishment of steam navigation between England and Australia, the sailing ship Beesjore has made the passage between England and Sydney in 84 days. News also has reached Sydney, via New York, Panama and San Francisco, in 92 days; and the Marco Polo has made the voyage to Melbourne quicker than any steamer. Two steamers are going out to Australia this month, and one of the steamers belonging to the Australasian and Pacific Company will be ready in August. She will, however, go out via the Cape, so that it will be next year before the Panama route can be tried. The chief causes of the failure of the Australian Mail Packet Company were the engineers, which caused the company's steamers to be hurriedly constructed, and the imperfect arrangements at the coal depots, which chiefly arose from bad weather and the scarcity of shipping. Still, with all these excuses, the partial and temporary failure of steam navigation to Australia is discreditable. For the future Australia will prevent two important points, at which efforts must be made to establish a rapid communication, viz., Melbourne and Sydney. The former can be reached best by way of India, and the latter by way of Panama. In the Panama route New Zealand will be comprehended, which, according to last advices, has turned out a gold region. It appears that the Peninsular and Oriental Company have offered to establish a communication with Australia in 57 days. The terms on which they will do this have not transpired. The advantages, however, of a monthly communication, in such a short space of time, cannot be overrated at the present juncture. That the company could effect, if they pleased, such a communication by way of Marseilles and Ceylon, or Singapore, there cannot be a doubt.

BISHOP PERRY ON EMIGRATION TO AUSTRALIA.—Extract from a letter written by the Bishop of Melbourne, dated Feb. 10, 1853:—"Many of our recent immigrants are, I am sorry to say, suffering great privations and much distress from sickness and want of house accommodation. It is strange that so great ignorance and want of consideration or judgement should prevail as to the condition of Victoria, and the opening it affords for settlers from the old country. The advice which I gave some years ago, in a published letter, to persons desirous to emigrate hither, is exactly the same as I should give now, only that I should express myself in much stronger language at the present time. I wish that you would turn to the passage; and, if you think it likely to do good in the way of caution to men, especially to men with wives and families, who have no employment to which they can at once turn—to young men with no recommendation, except a half-finished education—and parents (clergymen and others) who think that their boys can get on better here than at home, take some means to bring it before the notice of the public. My heart bleeds for many of those who bring letters of introduction to me, for whom I can do nothing. The fact is simply this—a young colony, and especially a gold-producing colony, wants a large num-

ber of strong arms and skilful hands, but it wants comparatively few well furnished heads of fluent tongues. Above all, it is not the place for training persons for any kind of business; there is no time for that; every one here must be doing, not learning to do, his work."

A discovery which may prove of some commercial importance appears to have been made by a British resident in Russia—namely, that the seed of the tobacco plant contains about 15 per cent. of an oil possessing peculiar drying properties, calculated to render it a superior medium, especially for paints, and varnishes.

THE EMIGRATION FROM GERMANY.—The emigration of their subjects is giving considerable anxiety to many, and in particular the smaller of the sovereigns of Germany. While letters from Bremen represents the tide of emigration as surpassing all former years, letters from Frankfurt report that the plenipotentiaries of the little states demand that an emigration tax may be imposed, as population is undergoing a serious diminution through the departure of the people for America. Already the south of Germany has furnished emigrants in number exceeding the entire population of some of the German monarchies. The rulers of the two Hesses are especially clamorous for repressive measures against emigration. It is believed, however, that the Diet will not venture to move in the matter.

STORMS ON THE CONTINENT.—At Vienna, on the 30th ult., there was a heavy fall of hail, with the thermometer at 78 Fahrenheit, and a violent thunder storm in the neighbourhood of Wient Neustadt. The hailstones which fell were "as large as pigeon's eggs." All the windows in the western part of the town were broken, and 746 panes in the passengers' hall at the railroad. During the thunder storm which burst over Cologne on Friday week, the lightning struck the stables of the curiassiers at Deutz, penetrated inside, and running from one iron rack to another, knocked down 30 horses, of which 6 were killed, and then buried itself at the opposite extremity. Another flash, or bolt, meantime ran outside the roof, struck and broke a gas pipe on the stairs, ignited the staircase, and then exploded without further mischief.

IRELAND.—A letter, dated Dublin, Wednesday, says:—"We have rain again this morning, and the accounts of the crops from all parts of the country are favourable. The new potatoes exhibits no symptoms whatever of the fatal disease."

The Killarney Junction Railway, forty-one miles long, a great portion of which is ready for traffic, will cost only £5500 a mile, exclusive of the working stock, which is perhaps the cheapest line ever made in the three kingdoms.

THE GREAT EXHIBITION.—Monday was the first of the shilling days; the attendance, nevertheless, fell far short of public anticipation, the number of visitors amounting only to 5776, or an increase of about 100 on the return of Saturday, with the price of admission at 2s 6d.

SALES OF ENCUMBERED ESTATES.—Five properties, two in Galway, two in Clare and one in Rescommon—were sold on Tuesday, before the Court in Henrietta-street. The prices varied from 13 to 28 years' purchase. The gross amount of the day's sales was £44,745.

FRIDAY'S MAIL.

NEW BRUNSWICK

RAILWAY SURVEY.—We understand that Mr. Giles and his assistants are making great progress in locating the railway line between the Bend and Shediac, and rapidly completing their arrangements for carrying on the work vigorously, after the "first sod" shall have been turned next month, a ceremony which it is expected will be performed by Lady Head. Large parties of laborers have been engaged at £5 10s. per month, and every thing is being done which will enable the actual construction of the railway to be conducted with facility and rapidity.

To the westward of that city, the surveying parties, under Messrs. Goodwin and Percival, are now encamped on Menzies stream, not far from the St. Andrews Road. They appear to be engaged in running a line in the most direct course from this City to Calais, and if we are correctly informed, have found a very favorable line of country from Carleton to Menzies stream, beyond which the broken ground commences.

MELANCHOLY ACCIDENT.—We regret to state that Capt. Cording, Master of the bark "Lord Mulgrave," was suddenly killed on board that vessel yesterday, by a barrel of pork falling upon him accidentally. Capt. C. leaves a wife and family, who are now in this City. It will be remembered that the Mate of this vessel lost his life a few days since at the Breakwater, by falling

from the bowsprit soon after she came into port.

THE "CREOLE."—The wreck of this fine steamer was towed into this port on Sunday, supported by two Woodboats, and was grounded on the flats inside the Breakwater, where her deck and stern are dry at low water. We understand that her principal damage is the loss of her forefoot (leaving a large hole in the bow) and the grinding off of the false keel; but that not a butt in her is started, and she may therefore be repaired at no very great expense. The public will rejoice at her being again on the route, and feel gratified that her spirited owners will not sustain so great a loss as at first anticipated.

WRECK OF THE "JOHN C. CALHOUN," OF BATH.—We announced the stranding of this vessel at Little Musquash last week, and now learn that she will probably be got off by the same means as were adopted with respect to the "Creole," and in such case will be towed into the harbor for repairs.—Newbrunswick.

BACKING OUT. To show the patriotism of our Government folks, as stated in our last, there was not one of the new Government directors present at the meeting of stockholders of the E. & N. A. Railway Company on Saturday last. When the books were opened for receiving subscriptions about two years ago, Mr. Chandler's name was down for a thousand pounds at least—although the Company tho't that when the time came he would fill in the blank with 2,000. Mr. Gray's name was down for about eight or ten shares (we cannot say the exact number). Both these folks, it seems, have now backed out, thinking, perhaps that there is no longer occasion for their money, since the country is going to receive the benefit of their valuable services! We think when such examples as these are set, the small fish may wag their tails and swim out of the net after the same fashion. No man in the Province is to be more benefited by means of this Railroad, than Mr. Chandler—he owns more property in Westmoreland than any other person—some says he owns half the town of Dorchester—and yet he fails to stick by the stock book for the paltry sum (to him) of one thousand pounds. For Mr. Gray, perhaps, there is an excuse.

STEAM TO HAMPTON.—The new route just opened by our enterprising townsmen—Messrs. Drury and Gilbert—will before a very distant day, as soon as it becomes better known, attract hundreds of our citizens for a trip (upon the Kennebecasis) to Hampton. There is now a regular line of stages, which leave the City at stated hours during the day, in order to convey passengers for the steamer, to Drury's Cove, about four miles out. A gentleman from Norton informs us, that if the Woodstock could manage to get through the Hampton Ferry Bridge, and proceed ten miles further up stream, the farmers along the Norton Valley would give her as much freight as she could carry at every trip. We hope the proprietors will take the hint, and make inquiries respecting this.

A TESTIMONIAL.—We observe by the Courier that the "underwriters of London" have presented (through Messrs. J. & R. Reed) a piece of plate to W. J. Ritchie, Esq., consisting of a Centre Piece, on the base of which stands three female figures, representing the Graces, supporting a column in the centre; the following is the inscription on the base—

"Presented by the Underwriters of London and Liverpool, to W. J. Ritchie, Esq., St. John N. B., as an acknowledgement of his valuable services in successfully defending their interest in an action for Salvage on the ship Boadicea, before the Admiralty Court of that Province."

We congratulate Mr Ritchie upon receiving so fine a testimonial; and we have no doubt it was well merited. There is no lawyer in the Province enjoying a greater practice and reputation than Mr R. He stands No 1, in his profession. For honesty, talents, perseverance, as a Politician, he has no surperior in the British Provinces. The country, this county in particular, lost a most valuable man when Mr Ritchie thought proper to retire from the Legislature, on account of the political apostasy of several of his reform colleagues, in 1852.

RAILWAY MEETING.—A special meeting of the "European and North American Railway Company," was held at the Commercial Bank on Saturday at noon. None of the newly appointed Government Directors were present, as not one of them had patriotism enough to be a stockholder. We may state in substance, without reference to the remarks of the various speakers, that great umbrage was taken at the appointment by the Government, of six of their own precious number to act as Directors on behalf of the Province. It was always understood that several "outside Barbarian" gentlemen would have received that honor. It has been whispered out of doors for some time, that these immaculates were opposed to the present head of

the Company, on the ground that one or two of them could not work harmoniously with the President, if he were continued in office. One of the speakers said that the Government had no desire to make a change, a member of the Government having stated privately to him that such was the disposition. This may, or may not, be true. Complimentary remarks were made in reference to Mr Archibald as having been one of the chief pioneers in this great undertaking. It was thought advisable, however, by every one present, that as Mr Archibald could not be in attendance when every weighty matter might be brought up affecting the interest of the Company, it was desirable to make a change in his case. Mr Archibald will, therefore, understand that he has not lost ground in this Province, on that account—for he stands as high now, if not higher, in our estimation, than ever he stood before. On opening the ballot in the afternoon, it was found the following gentlemen were chosen.

Directors—Robert Jardine, William J. Ritchie, D. J. McLaughlin, George Boisford Edward Allison, S. L. Tilley, Hon. John Robertson.

George P. Sancton and James McFarlane, were elected Auditors.

At a subsequent meeting of the Directors, Robert Jardine, Esq., was unanimously elected President.

A resolution was passed to celebrate the commencement of the Railway, by a grand demonstration to come off towards the last of July.

UNITED STATES.

FRIGHTFUL ACCIDENT.—We to-day record another railway accident of a most melancholy nature. Yesterday afternoon about half past 2 o'clock, as the Express Train from New York on the Western Railroad, was approaching East Brookfield, 23 miles above Worcester, the cars ran off the track, with fearful velocity, in consequence of the misplacement of the switch. The train came in contact with some loaded freight cars, on the side track. The concussion is described as frightful in the extreme. Two freight, three baggage, and four passenger cars were crushed into a thousand fragments. The confusion that followed amounted to nearly a panic. It is almost a miracle that hundreds were not killed. As it was, but one person was killed.

William Johnson of Worcester, killed. His head was terribly mutilated. The skull was opened on one side of the head, and one the other a large mass of gravel was found pressed into the brain. The sight was terrible.

Some fifty persons were more or less injured, the precise extent of which could not be ascertained.

On board the train were a large number of delegates to the State Temperance Convention. Among them Julius A. Palmer, Dr. Lyman Beecher, Rev. Rufus W. Clark, C. P. Bosson, of the Herald, S. N. Stockwell, Reporter of the Journal, J. M. Usher and family of Medford, and many other men from Boston and vicinity.

The switch-man, whose name is Charles Flagg, has been employed on the road for 16 years. He has hitherto been regarded as one of the most faithful of men. So intensely has the misfortune effected him that he is believed to be insane.

The engine, strange to relate, was scarcely injured. The engineer and fireman escaped any considerable harm.

Mr Flagg discovered the displacement of the switch a little while before the train approached, and gave the usual signal. By this the speed of the train was lessened 50 per cent. Had it not been for this, the destruction of human life would probably have exceeded the Norwalk tragedy.

The passengers reached our city last evening about 6 o'clock.

Altogether the escape of so many from death, is most miraculous.—Boston Bee.

FATAL ACCIDENT ON THE ERIE RAILROAD.—Susquehanna, June 16, 1853.—A most lamentable accident occurred on the New York and Erie Railroad, about five o'clock this afternoon. Engine No 58 exploded her boiler, instantly killing eleven persons, and wounding several others.

Among the number killed was Mr Arnold, the engineer, and three women.

It is supposed that four or five persons were blown into the river.

[In addition to the information contained in the foregoing despatch, we have learned through a private source, that the unlucky locomotive, at the time of the explosion, was pushing behind the train on the up grade, near the village of Susquehanna. Nearly all those who were killed, are reported to have been Irish labourers on the road.]—New York Herald.

AMERICAN WAR STEAMER FOR THE FISHING GROUNDS.—A despatch from Washington states that the U. S. Steamer Princeton, had been ordered to the fishing grounds.

THE MAINE LAW IN MICHIGAN.—A