

SUNDAY'S MAIL.

CANADA.

WASHINGTON CORRESPONDENCE OF THE MONTREAL HERALD.—Washington, Aug. 11, 1853.—For once in a long time, we are refreshed by a little old-fashioned tilting between the leading organs of the two great parties of the country.—The administration having, through its Secretary of War and Attorney General, on their late Northern tour, given out a few hints of their whereabouts, on certain interesting topics, the Whigs find in one of the most prominent, viz., the Pacific Railroad, a ground of exaltation. They claim to have caught the Democracy napping.—The Secretary of War is a citizen of the State of Mississippi, and almost on the verge of being a Disunionist, so decided are his State-rights principles. To hear him, therefore, take ground strongly in favor of constructing a national road to the Pacific, at the expense of the general government, was the same thing as it would be to hear that Admiral Seymour had taken command of some Yankee schooner, and was catching fish within the prohibited limits of American account. Everybody was surprised, and while the Whigs claim it as a victory for their principles, there is a branch of the Democracy, the strict constructionists, who complain of it as a departure from the old policy of the Verge's resolutions of 98.

The organ of the administration defends Mr. Davis against the assaults both of Whigs and Democrats, and puts his support of the road upon its absolute necessity for the defence of California, against the arms of powers that may hereafter be at war with the United States. It is undoubtedly good policy, if not high duty, in peace to prepare for war, and therefore the Military Secretary, Mr. Davis, may be the very man to advocate the measure. With respect to the comparative degree of use to be made of the road, when constructed, by the government and people, every one can see that it will be as one to one thousand. The strict constructionists say that before the government builds this road, we must have a war in esse, and the actual want of the accommodation must be obvious and palpable.

The Journal of Commerce of New York has just discovered a very august and imposing man's nest. It says the scarcity of wood along the Pacific Railroad route will make the construction very difficult if not impossible—and water too it will be no easy task to get enough of. Well, all that was said long ago by your humble correspondent "Potomac" in the columns of the Herald. And then, where is the fuel to come from to keep the locomotives in provender. I know that there is coal in Vancouver's Island, at Puget's Sound, in Pennsylvania and Missouri; but I do not believe there is any between those mutually very distant localities. Coal must be transported at an average of one thousand miles to meet the wants of the road. What will that make it worth per ton at the crossing of the Rocky Mountains? If the rails are to be laid on timber sleepers, and I know no other or cheaper way, it had better to be got from the vast pineries of the Rocky Mountains, for the soft trashy cottonwood of the west, and of the plains will not answer the purpose at all. And even if constructed it seems to me that little else than a passenger trade can be expected for the road. Some day or other a way will be cut through the Isthmus of Darien—a channel open to all nations—of capacity for the largest ships and steamers. Through this will pass the commerce of the east, magniloquently talked of by Mr. Benton. You perceive that besides from 3 to 4000 miles of land carriage there must be two removals of a cargo, in unshipping at the Pacific's edge, and one in reshipment on the Atlantic by the overland route.—A great deal of Eastern produce would not so well bear all this handling and shaking. I conclude, therefore, that whether the Pacific Railroad be constructed or not, no very great amount of the commerce of the East will ever pass that way.

THE LIBEL SUIT.—We received a despatch by telegraph, yesterday, from Quebec, by which we learn that the Attorney General has been instructed, by his Excellency, the Governor General, to undertake the defence of the jurors, on the late inquest, against whom Mr. Loranger has instituted actions.—Montreal Herald.

INCREASE OF BRITISH BOTTOMS ON THE LAKES.—It affords us no small degree of pleasure to be able to state, that the number of British vessels passing through the Welland Canal for some time past is considerably on the increase. Whilst the business transacted in former years was mainly in American bottoms, the proportion being one British to four United States, this season a striking change is manifest, the average ranging about three British to five United States. The tonnage is also heavier. This is certainly encouraging, and speaks well for the energies put forth by Canadian capitalists to secure a portion at least, of the immense carrying trade now springing up in our inland waters.—St. Catharines Constitutional.

COMPLETION OF THE RICHMOND RAILWAY.—It is more than probable that the Richmond Railway will be completed before the water sets in, and Quebec be thus in rapid communication with every great city on this continent. The road is made and the rails made in many different places. Should the iron for the bridges and the requisite quantity of rails arrive in time, the road will undoubtedly be in travelling order by the middle of November next.

LORD ELGIN'S DEPARTURE.—The Magistrates of this city meet on the 20th inst., to arrange preliminaries for an address to His Excellency the Governor General, previous to his departure for England.—Quebec Mercury.

DRY WEATHER.—For nearly two months

scarcely a painful of rain in, or near Kingston. Everything is positively scorched up, and unless rain falls soon, vegetation will positively be destroyed. It does not appear that other parts of Canada West have suffered so severely from drought as this particular section.—Kingston Whig.

THE STATE OF THE CROPS.—In view of the gross importance of the subject to most of our readers we have been at pains to collect accurate information relative to the state of the crops in Upper Canada. In the first place to take the Fall wheat crops. All the accounts concur in stating, that in every part of Upper Canada, these are unprecedentedly large. Nobody remembers any year before, when they were so large. A gentleman connected with this office, well acquainted with the country, and well capable of forming a correct judgment has just returned from a tour over that part of the country between Toronto and Kingston and reports that throughout the whole of that section, the average yield of Fall Wheat is forty bushels to the acre. A gentleman in Bowmanville, whose experience and judgment we esteem highly, and who may be considered a good authority, states that it is his opinion, the Fall Wheat for ten miles around Bowmanville, averages more than forty bushels to the acre. This gentleman also states, that from the accounts which he has obtained of this crop in other parts of the country, and from a calculation which he has made, Upper Canada will have 4,000,000 bushels of wheat more, for exportation this year, than any former year.

We further learn from these various sources that the wheat was never cleaner or better; nor the fields in better order. The harvest for the most part, is now well secured. From the whole of which information, we may draw the positive inference, that the yield of the great staple of Upper Canada is enormously larger this year, which makes a material increase of the wealth of the country. The country at large will be rejoiced at this, and thankful to Providence for the bounty. The large yield will of course produce an effect on commerce, and effect the price of wheat; and those immediately interested will govern themselves accordingly.

We have, however, given only the bright side of the picture, and we regret to say, the spring crops, for the most part, are in a condition as unsatisfactory as fall wheat is the reverse. The long continued dry weather, succeeding the continued cold and wet of the spring, has generally injured them, and been absolutely fatal to them in some localities. Towards the East, we learn the spring wheat is good, so far as it goes, but it is a short crop. In the same section, oats, hay, potatoes, and other root crops, are much injured, and so much so, in some places, as to be hardly worth while gathering.

The authority for this state of things in the east of Toronto, is the personal inspection of the gentleman from this office whom we have above alluded to. In the west and north, we have accounts of the same general character. Some localities have suffered more than others, according to the nature of the soils, but there has been general suffering.—Toronto Colonist.

SOUTH AMERICA.

PERU AND BOLIVIA are still belligerent.—The friends of general Sebastian Agreda, a Bolivian, had issued a manifesto denouncing Belzu, the President of Bolivia, and nominating Agreda as the head of the government. A copy of the proclamation was transmitted to the Peruvian Admiral, occupy Cobija, who had acknowledged the authority of the revolutionary Government. The Peruvian troops were to remain at Cobija as friends. When the news of the occupation of Cobija reached Belzu, at La Paz he issued a decree of reprisals against Peru. A reward of \$6000 was also offered for the head of Agreda. Belzu has called on the people from the age of twelve to fifty to arm: his forces amount to 3000 men.

MEXICO.

TROUBLE AHEAD. If the intelligence from the disputed Mesilla Valley territory be reliable, we are in very fair way of soon having trouble with Mexico.

ADVICES FROM EL PASO, Mexico, to the 22nd of July, report the existence of great excitement in consequence of a disturbance between a party of Americans and Mexicans at that place. It appears that an American who had recently returned from California was seized by the Mexicans, for some alleged offence, and cast into prison, on hearing of which circumstance, a party of his friends (also Americans) commenced an attack upon the jail for the purpose of effecting his liberation and rescue. A guard of Mexican troops, however, soon came up, and witnessing the actions of the American, fired upon them causing the latter to beat a hasty retreat. The fight was afterwards renewed, and the District Attorney of El Paso county, Texas, who was present, killed. One person was also wounded.—Boston Chronicle.

UNITED STATES.

COUNTERFEITING OPERATIONS.—The Cleveland Plaindealer, noticing the discovery of an extensive gang of counterfeiters, says:— It seems to embrace all the accomplished rogues of New England. The key to their operations was obtained by one of their gang being brought up by the police of New York. It is not known to the rest of the gang who the informer is. In this way it was ascertained that their quarter or manufactory was at two quiet villages in Massachusetts; that as soon as the Monthly Counterfeit Detectors for Boston and New York were out, the partners were to be in New York and the bills distributed. Some forty arrests have been made, a-

mong them a police officer of Troy, N. Y., and any quantity of lesser dignitaries. There was a lady in the case, who with her paramour was traced to Cleveland.

The Sheriff of New York city has been in our city for several days remaining incognito catch these covies. The gentleman was a mechanic, and worked at his trade while here. The lady (names omitted at present) was counted the shrewdest of the gang, went under an assumed name, and kept herself aloof from all suspicious company while here. But the Sheriff with his scout informer was too much for their ingenuity. They were arrested, jailed, habeas corpus, but finally taken to New York on a requisition, which will hang up their fiddles for the present and explode one of the largest conspiracies to rob the public ever yet discovered. There were some five hundred engaged in this operations.

The New York Crystal Palace leaks badly, and in the great rain recently, the British department fared badly. Queen Victoria's portrait was spoiled, and many rich goods ruined by water. The receipts from visitors do not equal ordinary expectations of give any chance for profit in the speculation, averaging but \$1,500 per day.

NOVA SCOTIA.

The U. S. Steamer Princeton, Commodore Shubrick, being the flag-ship of the United States Eastern Squadron, arrived here from Halifax on Saturday afternoon. At 11 o'clock this (Monday) morning, Major B. H. Norton, American Consul, visited the ship officially and received the usual salute on leaving. At noon the Commodore and chief officers partook of the hospitality of the Consul at his residence. At one, the Princeton greeted the town with a salute of twenty one guns, which was duly acknowledged and returned by a salute from the guns of the old artillery company on the Battery hill.—Eastern Chronicle.

THIS DAY'S MAIL.

UNITED STATES.

New York, August 23—10 1/2 P. M.—A large fire is raging in the Pearl street House: the whole of the upper story is in flames, and great fears are entertained for the safety of the whole building. In the lower part is a large oil store, and if that catches the surrounding property will be in imminent danger; the building is closely surrounded with wholesale stores, but as it is very high the flames are at present above the roof of the adjoining premises. The firemen, with their engines are on the spot in great numbers.

A terrible riot occurred at Coxsackie on Monday night between some rowdies that accompanied the Worth Guards and the citizens. Some three hundred of the citizens have been engaged in the riot, and several are reported as being badly injured.

A contemplated insurrection of the slaves in Nottoway county, Va., has been discovered and suppressed. Their intention was to murder all the white inhabitants. By the burning of the Virginia Woolen Mills, at Richmond, on Thursday night, nearly 300 operatives are thrown out of work. Loss \$200,000; insured \$70,000.

NATCHEZ, Aug. 20.—The yellow fever is prevalent in this city; upwards of 200 persons having died of it within a few days. Many persons have left the city, and others are leaving.

A fatal fever has made its appearance in Gilmore and Gordon counties, Ga., and already 100 deaths have occurred. Whole families have been swept off by it.

NEW YORK, Aug. 21.—The report of the city inspector shows that 969 died in this city last week—of this number 214 resulted from sun stroke.

THE MISSING BOAT'S CREW OF WHALING SCHOONER S. R. SOPER.—We received a letter from Provincetown this morning, stating that a letter had been received there from Capt. Soper, to the effect that he (who with five men was in one of the boats that lost the vessel while in pursuit of a whale) found the ship in twelve hours after parting with the mate, and thus escaped the terrible suffering experienced by those in the mate's boat, as described by us yesterday.—Boston Traveller.

NEW BRUNSWICK.

AMERICAN TRESPASSERS ON OUR FISHING GROUND.—H. M. Steamer Devastation has recently 'hailed up' two or three American fishing schooners, and chased a score or more out of the bays and rivers in the Gulf. The American papers appear to be very indignant at this, and because their fishermen are not allowed to plunder our waters and roam at will over our most valuable fishing grounds, they use the harshest language to our protective fleets, and threaten us with utter annihilation. The Boston Courier thus comes down upon our cruisers:—

"The piratical devastation has commenced the business of collecting prize money for her officers and crew from our fishermen and she can do so with perfect impunity, for we do not know that the American fishermen have the protection of a single national gun on the whole ground. The Princeton is at Halifax, and her officers are giving balls and parties to the elite of the British and Colonial aristocracy—a service much more consonant to their dispositions than that of interfering between the vulgar fishermen and the thieving British cruisers."

The American schooner Rosannah, Capt. Howard, recently arrived at Gloucester from the fishing grounds, and the following information, received from the master, is published in the papers:— Captain Howard has met with poor luck, and reports mackerel scarce, having been absent some ten weeks.

Schooners Mary Niles and Elizabeth Proctor were chased out of the bay by an English cutter and gunboat. It came up calm at the time, and at night they were lost sight of by the cutter. Captain Howard also thinks that the schooner Hannibal, of Beverly, Captain Lewis, who was chased out of Fox River a short time since, was taken by the British cutter. The cutters and gunboats, with the Devastation, are very strict in the vicinity of Gaspe and Seven Islands.

The Rosannah spoke several Newburyport and Gloucester vessels, with small fares of mackerel. Captain Howard is a very respectable citizen, and his statements may be relied upon.—New Brunswick.

WRECK.

To be sold by Public Auction, on FRIDAY, the 2nd September, at 11 o'clock, A. M., at Fraser's Store, near Fox Island Gully, Miramichi Bay.

THE HULL.

of the Schooner RAVEN, of Belfast, Maine, Robins, Master, 45 tons burthen, as she lies stranded in the bar, at the Gully. The vessel was built in 1838, of White Oak, and was thoroughly repaired this Spring. Also, the Sails, 2 Anchors, a Chain and a Hawser, Cooking Stove, a Bait Mill, 9 bbls. Salt, 20 hds. Salt, 150 empty barrels, 25 half barrels, 11 Reels Codline, Brass Compass, Signal and Binnacle Lamps, 5 Herring Nets, and Sundry other Stores. Terms Cash. WM. LETSON, Auctioneer. Chatham, August 24th, 1853.

List of Letters for July, Received at the Post Offices in Chatham and Newcastle, and remaining for delivery, 20th August, 1853.

- CRATHAM. Burn Thomas, Blake James, Currie Andrew, Reserved Letter, Currie Bark P. Handley, Currie James, Carl Bark per Master, Cassidy Mary, Currie William, Craten Farist, Cummings Joseph, Clark Mary, Dalglist James, Dile Josiah, Dampney Jeremiah, Edgar T. and M., Fleming Samuel, Feary Hugh, Gay William, Gould William at P Moor's, Hill Isabella, Hadey George, Hisset Ship—O'Ho at Irving C., Jackson James, Larey Margaret Mrs, Lewis Ann, Mallon Margaret, McDonald Ronald, McGarey Charles, McIntosh Robert, O'Leary Ready, Synot Margaret Mrs, Souly John, Smith William, Seir Adam, Taylor Adam, Woods Robert, Napan. NEWCASTLE. Carrol Mary care of Rev. Mr Egan Flynn, John North Esk Foran James. JAMES CAIE, P. M. Persons asking for any of the above letters will please say "Advertised."

CROWN LAND NOTICE.

CROWN LAND OFFICE, August 24, 1853. The right of License to cut Timber and Lumber until the first day of May, 1854, from Berths applied for by the following persons, in the heretofore mentioned situations, will be offered for sale by Public Auction at this Office, on Wednesday the 7th day of September next.—Sale to commence at noon. (Not to interfere with any Lots of Land located, or which may have been applied for within one year previous to the date of entry of the applications for License.)

Name	Miles	Situation
Alex Goodfellow	2	Niguan
Spafford Barker	4	Tabasintae
George Smith	3	Nepisiguit River.
Francis Ferguson	3	Tattagouche
Richard Hutchinson	3	Burnt Church River
Do	2	Tabasintae
Robert Parker	2	Tabasintae
Richard Hutchinson	9	N. W. Miramichi River
Do	3	Bay de Vin River.

SUPREME COURT.

Public Notice is hereby given that the Supreme Court of Oyer and Terminer and General Gaol delivery, will be held in and for the County of Northumberland, at the Court House, in Newcastle, on TUESDAY, the 13th DAY OF SEPTEMBER NEXT, of which all persons concerned, will take due notice and govern themselves accordingly. W. A. BLACK, Sheriff. Sheriff Office, Newcastle, 22nd August, 1853.

FLOUR.

Just received, and for Sale by the Subscriber, Fifty Barrels Superior FLOUR, W. LETSON, Chatham Auction Rooms. Chatham, 23d August, 1853.

NOTICE.

The undersigned having leased the HAY SCALERS and office adjoining, from William Letson, Esquire, respectfully informs his Friends and Public generally, that he will be in regular attendance, and will devote his leisure hours as a Writer, Accountant, and Translator of French into English, and vice versa: he will also be prepared to receive a few Pupils from 9 to 12 o'clock, each day, as a FRENCH CLASS and trusts that by assiduity and attention, to merit the approbation of those who may patronize him. JOHN WISEMAN. Chatham July 13, 1853.

Central Bank Agency, CATHAM.

Bills and Drafts on LONDON, NEW YORK, and BOSTON, in sums to suit purchasers. GEORGE KERR, Agent. Chatham, May 26, 1853.

NOTICE.

All persons having any just claims, against the Estate of the late CURSITOR W. H. MART, late of the Parish of Newcastle, Merchant, deceased, are requested to render the same, only attested, to the Subscriber, within Three Months, and all persons indebted to the said estate are requested to make immediate payment to RICHARD HUTCHISON, Administrator. Douglasson, 6th August, 1853.

BLANKS of all kinds for sale at this Office.

Communications.

THE FISHERIES.

ADDRESS.

To Captain Colin Y. Campbell, in command of Her Majesty's Steam Sloop Devastation.

Sir, We, the undersigned Magistrates, Merchants, and other Inhabitants of the County of Bonaventure, and District of Gaspe, have much pleasure on welcoming you on your return for this station, and learning your recent promotion, to the rank of Post Captain in Her Majesty's service, we beg leave to congratulate you thereupon.

The step you have gained is, we learn, the just reward of your zealous exertions in the protection of our Fisheries, a source of wealth and employment in which we are all deeply interested. We cannot therefore but take a lively interest in this token of Her Most Gracious Majesty's approbation of the important services you have rendered to us, in common with our fellow Colonists, in the neighbouring Provinces, it being an earnest of continued protection from Foreign aggression, of which you have found we had just cause to complain.

The valuable Report addressed by you to His Excellency Vice Admiral Sir George Seymour, demands our sincere acknowledgments—Replete as that document is with important information, it remains as a lasting memorial of your deep solicitude for the welfare and prosperity of the inhabitants of these shores.

Your promotion will deprive us of your valuable services, but it is a source of gratification to us that it will tend to your personal benefit—we beg therefore to assure you that whenever you take your departure from this Station our sincere and heartfelt, good wishes for your further success and advancement in your honorable career, will accompany you. We have the honor to be, Sir, your very obedient Servants. Paspheban, 2nd August, 1853.

- D. LeBouillier, M.P. E. P. La Pointe, Missionary Priest
- Chas. Robin & Co. Martin Sheppard
- John Fauvel
- LeBouillier Brothers
- Alfred Carraud
- Alfred Mansell
- Boislet, Brothers
- James Day
- Patrick Sweetman
- Mathew Caldwell
- Thomas R. Kelly
- Wm. Langler
- R. A. McCoubrey
- Thos de St Croix
- Robt Caldwell, Senr.
- John McClellan
- Andrew Clarke
- Wm. Moir
- Wm. Phelan
- Robert Caldwell
- Francis Arthur
- John Arthur
- Michael Enwright
- L. P. Resche
- Dennis Morris
- W. M. Lauder
- Abm. Le Brua
- F. F. Boissonault
- Berj. Billingsley
- Oc'o. Sherran
- Alexis Poirier
- Philip Vibert
- J. G. Thompson
- Judge S. C. Gaspe
- George Milne, M.A.
- J. L. Allain, Missionary Priest
- Chas. Robin & Co. Missionary Priest
- Martin Sheppard
- Sheriff, Gaspe
- Wm Macdonald
- Mayor, 1st Municipal Division, Bonaventure.
- J. G. Le Bel
- Registrar and Coroner
- John Wilkie
- Prothonotary, &c.
- E. Martel, Advocate and Crown Land Agent
- D. Dubord, Physician and Surgeon
- Hastwell Thornton
- Surgeon
- E. R. Le Gendre, Provincial Land Surveyor
- J. T. Caldwell
- Colonel of Militia
- Daniel Bifon, J. P.
- B. McGie, J. P.
- N. Boissonault
- Mayor of Militia
- Paul Poirier, J. P.
- H.A. Manderson J.P.
- W. McPherson J.P.
- Wm. Carter, J. P.
- Wm. Millar, J. P.
- John McKae, J. P.

The above is a copy of the Address alluded to in our last, and is we think sufficiently conclusive as to the opinions entertained, relative to the Fisheries, by the inhabitants on the North side of the Bay Chaleurs.

Captain Campbell's flying visits have not afforded us the opportunity of delivering the address to him in propria persona as intended, it having been forwarded to Halifax to meet him ere he bids adieu to the North American Station. The American fishermen may well call the Devastation "The devil upon the station!" and we sincerely hope that Capt. Campbell's successor will emulate his activity and zeal in the protection and maintenance of our just and unalienable rights.

When reading the extract from the Gloucester Telegraph we thought we were previously acquainted with Captain Demings, and on reference to the Fishery Correspondence, published by the Nova Scotia Government, we find that worthy figuring as a fit representative of his class of free and enlightened Citizens. Captain James Daly, of the Revenue Schooner Daring, in his Report of his last Summer's cruise—says—"At another time I boarded the Schooner Leonard McKenzie, of Gloucester. 97 tons and 15 men, commanded by a Shelburn man, of the name of Demins. We came up to him hove to, about a half mile off shore, in the neighbourhood of Port Hood, found her lines all wet, but all her hooks cut off. The crew were very abusive, and said they would leave me overboard, or take me to the United States with them. They endeavoured to get away from our vessel, but from the position of both vessels, they could not, &c. The only Shelburne we know of is in Nova Scotia, consequently we presume that the aforesaid Demins, or Demings, is a renegade British subject, who, from that simple fact, like all such men, becomes the more inveterate against the land of his birth. Change of allegiance is like change of religion—an appropriate from Protestantism is a far greater blot than the man born and nurtured in the bosom of Romanism.