The Courier.

SATURDAY, JULY 27, 1850.

The English Mail of the 13th instant, by the Steamship *Asia*, was received here on Tuesday night at ten o'clock, being ten days and a half from the time of leaving Liverpool. The *Asia* was off Halifax on Sunday night, and fired guns, which were heard on shore, but owing to a dense fog, was unable to reach her wharf until nine o'clock on Monday morning. Her run across—9½ days—is considered the quickest that has yet been made. She arrived at Boston on Tuesday afternoon at six o'clock.

The *Asia* brought eighty-four passengers for Boston, and nine for Halifax. Among the latter were the Lady of John Pollok, Esq and two children of W. J. Ritchie, Esq. of this City; Lieut. Colonel Inglis, Lieut. Clarke, R. N., Lieut Head, Rev. Mr. Nicol, Mr. Brown and son.

The American Steamer *Atlantic*, which left Liverpool three days before the *Asia*, arrived at New-York on Sunday morning at four o'clock, having made the passage from dock to dock in the remarkably short time of ten days and fifteen hours. She had only forty-eight passengers.

The commercial reports for the week do not exhibit any symptoms of increased activity since the preceding Mail, except in Cotton, the sales of which, at Liverpool, during the week, amounted to 86,000 bales, at an advance, on some descriptions of ⅛d. per lb.

The weather in Britain and on the continent continued favorable for the grain crops. The market at Liverpool for bread stuffs, had been firm, notwithstanding, but without much change in prices. Indian Corn was quoted at 25s. 6d. to 27s. for mixed and yellow; white, 27s. to 27s. 6d. per quarter. Western Canal Flour, 18s. to 23s. per barrel; Canada, 22s. 6d. to 23s.

The Timber Market, we regret to learn, was declining. A sale from the quay of a lately-arrived cargo from St John having been made at the following rates:—For 19-inch Pine Timber, 17½d. per foot; Birch, 14d.; Deals, £6 10s. per standard; Lathwood, 30s. per fathom; Sawn Laths, 10s. per M.

There had been little or no fluctuation in the British Funds during the week.

The Iron trade remained without change. At the quarterly meeting at Birmingham on the 12th, it was determined to adhere to former rates.

The hardware trade of Birmingham is reported in a highly flourishing state; orders are said to be larger than they have been for years. The manufactories are in full work, and some are even working over-time.

The continued activity in the manufacturing districts, where the consumption of wool is going on very rapidly, caused the London Wool sales to be well attended, and prices to be fully maintained. The whole quantity brought forward amounted to 49,608 bales.

Freights had been dull, and lower rates were taken for New-York, than for several months past.

DEATH OF THE DUKE OF CAMBRIDGE.—The Duke of Cambridge, who had long been suffering, died on Monday night. It is difficult to say what was the positive cause of death; but gout, and a complication of disorders of the stomach, are mentioned; he was in the 76th year of his age. The Duchess and Prince George of Cambridge were present at the time of his dissolution. Immediately after the Duke's death, the family was visited by Prince Albert and the Duchess of Gloucester. Cabinet couriers were sent off with the news to Leopold, King of the Belgians, and Ernest, King of Hanover.

Sir George Grey (as Home Secretary) had early information conveyed to him of the Duke's death, in order to communicate to the lord mayor and cathedral authorities of St. Paul's the news, so that the great cathedral bell might be tolled, as is customary on the death of a member of the royal family.

The deceased prince (Adolphus Frederick) was the seventh son of King George III. He was born on the 24th February, 1774, and received his earliest education at Kew, together with his brothers, the late Duke of Sussex and the present King of Hanover, under the care of Dr. Hughes and Mr. Cookson. At fifteen years of age, he was sent with his brothers to Gottingen, to finish his studies. He also received a regular military training; and as soon as his age allowed, he entered the army. He saw some little service, and, in 1803, was in the nominal command of the army sent to protect Hanover; but, little as the service was, he rose rapidly in the army, and, in 1813, was created a field-marshal. Parliament granted him, in 1801, an allowance of £12,000 a year: and in 1818, on his marriage with a Princess of Hesse Cassel, this allowance was increased to £27,000 a year.

The only part of his life, when he can be said to have occupied any positive position, was from 1816 to 1839, during which period he was Governor-General in Hanover for his brothers, George and William, a post which he left on the succession of the Duke of Cumberland. He was, as German rulers went, a good Viceroy, gave reforms in 1830, when a revolution forced them upon him, and was not to blame because Ernest afterwards quashed these reforms. He was popular among the Hanoverians, and his name is still remembered with affection in the capital city.

From 1839 to the period of his death he has distinguished himself mainly by his readiness to take the chair at all "charitable dinners." He meddled little with politics; he was considered a Tory, but was guilty of few overt Tory acts. His last appearance in the House of Lords was on the occasion of his voting for the Bishop of London's bill (rejected) for establishing an Episcopal Court of appeal on matters of church doctrine. His manners were frank and courtly; and he was a favourite not only in the fashionable but in the vulgar ranks. He leaves issue Prince George of Cambridge, the Grand Duchess of Mecklenburg-Strelitz, and the Princess Mary of Cambridge.

By an order in the *Gazette*, of Tuesday, the court is to go into mourning for the Duke of Cambridge on the 14th instant; the mourning to change on the 28th, and to cease on the 4th of August. All persons are to put themselves into mourning for ten days, to commence from Sunday next, the 14th inst.

It is stated that her Majesty has recently purchased the Brockwell-hall estate, near Norwood, Surrey, formerly the residence of the late Mr. Sheriff Blayds, for a nursery for the young princes and princesses.

POST OFFICE.—Circulars have been sent to the different Post Offices throughout Great Britain, calling for information relative to the salaries and wages of the clerks and letter-carriers, with a view to a reduction in consequence of their diminished labour on Sundays. A large sum is expected to be saved from this pitiful economy.

MAIL STEAMERS TO THE WEST INDIES.—The new arrangements entered into by the British Government for the more rapid transmission of the West India Mails will come into operation on the 2nd of next month, and will continue in force until the new and powerful steamers about to be constructed for the Company are placed on the line. The time allowed for the transmission of the mail to Jamaica, under the new system, is 20½ days—the time occupied formerly being from 28 to 30 days. The time allowed to Chagres is 23 days and 23 hours. For San Francisco, letters can now be sent twice a month from England, in about 55 days, via Panama. As soon as the new boats are ready, the West India mails will be transmitted in a much shorter space of time than under the new arrangement. The voyage from Southampton to St. Thomas will be performed in 16 days 18 hours, and to the Isthmus of Panama in 18 days, instead of 35 days, under the d arrangements.

An address to her Majesty is about to be pro- d in the House of Commons, for the purpose of promoting steam navigation to Australia.

LATE SIR ROBERT PEEL.—It having nored that Sir Robert fell from his horse otic seizure, the *Lancet* states, that t the case, the fall being accidental, sequent insensibility caused by the injury. The same paper states Baronet had not been in his usual r the last week or two had ap- pale and languid. On the morning injury, he made his speech on the cy of the Government when he l and vigorous. He also attended a the Commissioners for the exhibition , on the forenoon of the same day. l John Russell, on moving that the House ommons go into Committee to consider the propriety of erecting a monument to the memory of the deceased Baronet, stated that her Majesty had offered to bestow the same rank on Lady Peel as had been bestowed upon Lady Canning and her family, upon the death of the late Mr. Canning. Her Ladyship had declined the proffered honor, however, stating that Sir Robert had left a special intimation of his desire that no one of his family would accept any title of public reward for any services he might be supposed to have rendered to his country. It has been determined by the electors of Tamworth to offer the vacant seat of the borough to his heir, the third Sir Robert Peel.

The mortal remains of Sir R. Peel were consigned, with little pomp, to their last resting place at Drayton Bassett, on the 8th inst. A poor man's national monument to the memory of the deceased Baronet is to be erected by penny subscriptions, under the particular auspices of Richard Cobden.

It is stated, that Sir Thomas Wilde has been selected for the important office of Lord Chancellor, and that the functions of Chief Judge of the Chancery Court will be separated from those of Speaker of the House of Lords and Chief Judge in Appeal. It is understood, that the present Attorney General, Sir J. Jervis, will succeed Sir T. Wilde as Chief Justice of the Common Pleas, and Sir John Romilly, Solicitor-General, will succeed to the Attorney-Generalship.

The Marriage Bill has passed a third reading in the House of Commons. A clause, moved by Mr. Oswald, to exempt Scotland, was negatived,—so that now (if the measure pass the Lords) under the English law, a man may marry his deceased wife's sister.

In the House of Lords on the night of the 12th, the metropolitan interments bill was read a third time and passed. The third reading of the parliamentary voters (Ireland) bill was agreed to without observation.

Much inconvenience is felt by many parties in Great Britain owing to the recent resolution of the House of Commons, and the order of the Government, relative to the stoppage of business in the Post Office on Sundays. The press generally are against the measure, and loud complaints are made on the subject. Indeed we should not be at all surprised to see the old practice again adopted.

On Wednesday, a small steamer, named the Queen, blew up at Plymouth. Six persons were on board, and three were seriously injured. The captain was blown, with part of the ship, into the sea, and a stoker is missing, having been, dead or alive, carried away with a portion of the wreck.

The deaths registered in London last week were 794—a number the lowest in any week since 1842.

The Fourth of July was duly commemorated on board the Royal Mail Steamer *Canada*, on her late passage from Boston to Liverpool, by Captain Harrison and his passengers. Flags were hoisted and a great many toasts proposed, after dinner, suitable for the occasion.

Walter Watts, late lessee of the Olympic Theatre, has been sentenced to ten years' transportation, for robbing the Globe Assurance Company. The prisoner's defalcations are stated at £8000.

THE ASSAULT UPON THE QUEEN.—Robert Pate, against whom the grand jury found a true bill on Tuesday, was tried on Thursday, at the Central Criminal Court, London.

The facts were stated by the Attorney-General; and the evidence, which is already familiar to the public, was then gone into. Sir James Clarke, her Majesty's physician, proved that the blow had caused an abrasion of the skin on the forehead.

Mr. Cockburn addressed the jury for the defence; setting up the plea of insanity. The prisoner's history was given. He was the son of a gentleman of fortune residing in Cambridgeshire. In 1841 he joined the 10th Hussars, then stationed in Ireland, and at that time he seemed perfectly sane, went through his duties well, and was generally liked in the regiment. The origin of his insanity was peculiar:—He was very much attached to animals, and had two favourite horses and a dog. The dog, while suffering from an attack of hydrophobia, bit the two horses, and eventually they died in a state of frightful madness. This circumstance so affected his mind that he became gloomy and strange in his manner. His father, however, having heard of the loss, sent him over to Dublin a very valuable horse; but before it reached there the prisoner, without saying anything to his groom or servants, quitted Dublin and came over to London, where he was met by some of his friends. He declared that the reason he had left Dublin was that the cooks and mess of his regiment had entered into a conspiracy to poison him. His friends, however, succeeded in disabusing his mind of this delusion and he returned to Dublin; but he had not been there long before he sent word to his father that his inside was filled with brickbats. His father immediately repaired to Dublin, and consulted Dr. Murray, the surgeon of the regiment, upon the state of his son's health. The general impression then was, that he was harmless and light-headed—nothing more—and his father allowed him to remain in Dublin. Shortly afterwards, the prisoner again came to London, and, without communicating with his father or his friends, he sold his commission, and went to live in German-Street. Here his habits were of the most regular character: he always dressed the same both in winter and in summer—kept regular habits; and, strange to say, for fifteen months at four o'clock in the day, no matter what the weather was, wet or dry, he went in the same cab, which was a Hansom, to Putney-common, where he would remain for an hour at a small pond, without any apparent purpose. His conduct in the cab was always violent and strange. After this he went to live in Duke street, where his conduct was equally preposterous and silly.

A Dr. Munro expressed an emphatic opinion that the prisoner was "quite mad:" and, for the emphasis with which he said this, he was reprimanded by the judge.—Baron Alderson then summed up, decidedly against the prisoner. The jury took five hours to deliberate; and then returned into court with a verdict of "guilty."—Baron Alderson then passed sentence—transportation for seven years; intimating that the additional sentence of whipping would have been passed also, but for the respectability of the prisoner's father and family.—The prisoner heard the sentence without betraying the slightest emotion; and when the learned judge had concluded his address, he bowed to the court, and immediately turned around, and, without uttering a word, retired to the gaol. The trial lasted nearly nine hours.

THE GORHAM CASE.—The Chief Baron Pollock delivered final judgment on Monday. The court was unanimously of opinion that the appeal had been rightly made to the judicial committee of the Privy Council, and that the rule nisi obtained by the Bishop of Exeter must, therefore, be discharged with costs.

Lord Castlereagh has given an unqualified contradiction to the statement that Lady Castlereagh had become a Roman Catholic.

IRELAND.—It is stated that the calendars for the summer assizes attest to an immense decrease in crime. The lord chief justice, at Clare, observed that all the traces of an organized resistance to the laws have disappeared from Ireland.

The harvest accounts continue to be favorable. In reference to the potato crop, the Dublin Evening Post says:—"That the disease has been in existance for some weeks past—hopes now prevail that the crop so extensively planted will escape with comparatively little injury."

An affray took place at the outskirts of Belfast on the morning of the 12th July, between a small body of the Police, and some Orangemen, who were preparing to celebrate the day. A lad, who was in the act of beating a large drum, decorated with orange lilies, was arrested by the police, and while they were conveying him to the barrack, the mob manifested symptoms of an attempt to rescue the prisoner, by hooting and pelting the police with stones. Being only five in number, they withstood this for some time, but at length faced about with fixed bayonets and loaded carbines, and endeavoured to deter the crowd from further violence. This not proving effectual, a shot was fired, without doing injury, which only exasperated the crowd still more, and the windows of the barrack being smashed with stones, a volley of four shots was fired, which wounded two of the party. The crowd at length retired, the police having made another prisoner, and conveyed them both to the police office.

There is very little French news. The Assembly is busy carrying a measure to burk the press; and this accomplished, and the new electoral law in force, France, it is hoped, will be a *tabula rasa* at the service of the Legitimists.

A stripling of about seventeen years of age has been arrested in Paris, for having compassed the death of Louis Napoleon. He was observed loitering about the Elysee, and, having excited suspicion, was searched; a loaded, double-barrelled pistol was found upon him, and he unhesitatingly avowed his purpose to be to kill the President. His name is George Alfred Walker. As subsequent inquiries have incontestibly proved that the boy is only a worthless debauched maniac, and has been declared of unsound mind, he has been lodged in the Bicetre, and no important political consequences are likely to arise from this *first* attentat against French Republican sovereignty.

The tributes of respect paid by the Legislative Assembly, expressed through M. C. Dupin, for the death of the late Sir Robert Peel, are highly creditable to the French people.

From Austria we perceive that the Government of Vienna is bestirring itself, in spite of the opposition of the Russians, to open the mouth of the Danube. If such a very desirable improvement in international policy and intercourse should take place, the whole mercantile world would participate in the benefit.

There is very little news from the South of Europe. We have nothing fresh from Portugal respecting the American claims. The Queen of Spain keeps Madrid in a most interesting state of anxiety, but her accouchement, so often announced, has not yet taken place.

The Denmark and Duchy difficulty has been got over for the present. The Prussians have retired, and the treaty is ratified; but the Danes are on the frontiers of Schleswig, a Russian fleet is off the coasts, and the men of the Duchy mean mischief. Prussia and Austria are approaching some concerted movement to a "Bund;" and, as if Austria were secure, the Viennese are to be blessed with a removal of the state of siege; the Emperor is to be at last publicly crowned: and, on the coronation, an amnesty to include Hungary and Lombardy is to be declared.

ADVANTAGE OF COLONIES.—Algeria costs France between two and three millions sterling a year, requiring in addition an army of 70,000 men to guard it.

The Spanish Government has entered into a contract with an eminent Glasgow firm for building two first-rate steam-vessels of 800-horse power; they are intended to run from Cadiz to Cuba and back as mail packets.

THE GREAT EASTERN RAILWAY.—All the arrangements connected with the Convention of Delegates that is about to meet in Portland, to devise ways and means for the carrying out this gigantic undertaking, are progressing favourably. We are receiving notices every day of Delegates from the various counties both in this Province and Nova Scotia, who are about proceeding to join this great Convention; and we feel warranted in saying that there is the most lively interest taken in the matter by all the parties concerned, and never do we recollect seeing more excitement and anxiety among all classes in the community than on this subject. Every one seems to admit that a Railway *must* go, and that now is the time to unite and use every exertion to forward this line, although there may be considerable local differences of opinion as to the precise ground through which it should pass; but we hope these differences will not be allowed to affect the general question of the necessity of such a line as is now contemplated. Now that all hope seems to be gone of the Halifax and Quebec line, and the British Government appear so indifferent about doing anything for us in this respect, we must no longer look to them, but trust to ourselves, and by joining with our American neighbours in this grand scheme, we are more likely to succeed and benefit the Province generally than by helplessly waiting for assistance from the Mother Country. Should the arrangements for building this railway be carried out, of which there is little doubt, we will have annexation of the best description, as the northern States, Canada, New Brunswick, and Nova Scotia will then be bound together with iron bands, which will promote commerce and agriculture, besides creating that acquaintanceship and good feeling between the inhabitants of these countries that will tend to all their interests. In the event of the line passing through St. John, which appears to be the only feasible course, we feel confident that a very large amount of stock will be subscribed for in this City, it being evident that the greater part of the money thus advanced, being expended here and in the adjoining country, will necessarily find its way back to the merchants, mechanics, and farmers, which, together with the foreign capital introduced, will then create a great deal of additional business and reimburse them for the stock subscribed for. Another advantage that ought to be mentioned in connexion with the proposed line is, that it will be fifty miles shorter from Halifax to Montreal, by way of St. John and Portland, than by way of Halifax and Quebec.

There is some diversity of opinion, as alluded to by us in a former number, whether the terminus should be at Halifax or Whitehaven; but we think it will be much regretted if our Halifax friends cannot agree among themselves, and succeed in establishing the terminus at their fine city, where there is already a large population, and a Government military and naval station. As to the line by way of Windsor and Annapolis, many are of opinion that it would not answer the purpose required, viz., expedition and certainty, as steamers in the Bay are liable to so many detentions and casualties both in summer and winter.

At the request of some of the principal parties concerned, a part of our Delegation, consisting of Robert Jardine, M. H. Perley, and J. H. Gray, Esquires, proceeded to Portland yesterday morning, for the purpose of making some arrangements beforehand. The majority of the Delegates from this City and the various counties of these Provinces interested, will proceed on Monday morning, and the rear-guard on Tuesday morning. The Convention will sit on Wednesday at 11 o'clock, and will continue their sederunt three days, the first day being occupied in organizing committees, &c. A great number of Delegations, we are informed, will also assemble there from Canada, the whole appearance of the affair being highly favourable, and looking as if something would now be done at last to revive our drooping energies.

We learn, by telegraph, that the Hon. E. B. Chandler and Stephen Binney, Esquire, Delegates from Westmorland, and George Botsford, Esquire, from Fredericton, leave Dorchester to-day, in the Steamer *Herald*, for this City, on their way to the Convention at Portland.

DELEGATES FROM FREDERICTON.—At a public meeting at Fredericton on Tuesday evening, Spafford J. Barker, F. W. Hatheway, Charles Macpherson, John Wilkinson, John Simpson, James Taylor, Dr. Robb, George Botsford, J. A. Street, and the Hon. the Attorney-General, were named as Delegates to attend the Railway Convention in Portland on the 31st instant.

THE CROPS.—We learn that the crops above Fredericton are all looking very promising, and that if nothing occurs to injure them, this year produce will be very abundant. We are informed that there is every prospect of such a quantity of provisions being raised in that district as will be sufficient for three years consumption of its inhabitants. Below Fredericton, however, all the crops are not quite so promising, the hay having the appearance of being light this season, and not much better than last year. The same remark applies to that crop in this district, and along the Bay Shore. The weather here continues warm and delightful for the season. There are no authentic accounts, as yet, of any appearance of blight in the potatoes, but much cannot be said on this head, as it is too soon for it to make its appearance. In another fortnight we will be able to know more about it, as that has been the usual period of its attack in this Province.

TESTIMONIAL.—It gives us great pleasure to announce a most gratifying instance of cordial attachment lately manifested by a Parochial Congregation towards their Pastor.—The ladies of the adjoining Parish of Portland have lately presented the Reverend Mr. Harrison, the Rector of their Parish, with a superb set of black silk robes, (Gown and Cassock), as a testimony of the respect and esteem universally entertained by his parishioners for that indefatigable and amiable Clergyman. We sincerely hope that the valuable life of the Rev. Gentleman may so long be spared, that after having worn out this pleasing testimonial, in official duty, an opportunity may be afforded for a repetition of a tribute so honorable to all parties.

ST. ANDREWS AND QUEBEC RAILROAD.—We notice in the London *Times* of the 29th ult., an advertisement under the above title, setting forth that the Directors were prepared to receive applications for the remaining class *A* shares. Among the inducements mentioned for parties to take shares, we may notice the following. The pecuniary advantages to the Shareholders are stated to be too apparent to need any lengthened explanation, and if confined merely to the present traffic, would be found amply sufficient to pay a large per centage on the capital. The only way that we can explain this allusion to the present traffic, is by supposing that the traffic on the river St. John is meant and by way of Bangor—no traffic with Woodstock, however, exists at present. It is also stated that when the advantages and privileges peculiar to the Company are taken into consideration, it is scarcely possible to present a safer or more desirable offer for the investment of capital. The advantages and privileges are—1st—Six per cent. Government guarantee for twenty-five years, which is increased to Seven per cent. in perpetuity by the local Shareholders, with a division of surplus profits when they shall have received a similar amount; 2d. "The free grant of all unalloted Crown lands situate within five miles of the railway, containing more than 200,000 acres, from which an award of four acres per share will be immediately appropriated to each subscriber on payment of the deposit,—the priority of choice of land being arranged according to the dates of the applications for shares." As far as the Government guarantee is concerned, we have always understood that such was the case for twenty-five years, after the railway is completed and in operation to Woodstock, but not till then; but surely there is some mistake in the statement that the Shareholders here are bound to pay the Shareholders in London seven per cent. *in perpetuity*, whether the line pays or not, as there are grave doubts afloat whether it will even pay three per cent., and consequently the Shareholders here would be completely sacrificed to the interests of those in London. We sincerely trust that this part of it will be satisfactorily explained by the Directors at St. Andrews, who are known to be gentlemen of the highest respectability, and who, we are confident, would not allow such a statement as this to appear uncontradicted if incorrect. The advertisement goes on to say that "The stream of emigration which has already set in towards the colony of New-Brunswick, in consequence of the formation of this line, will rapidly absorb the territory thus granted to the Company; and the price of the land alone will more than return to the Shareholders the amount of capital invested in the railway." We feel bound to say that this statement is very erroneous indeed, as there is at present no stream of emigration whatever setting in towards this colony, and the great bulk of the emigrants, who usually hitherto came here, was mainly owing to the cheap passage to this port, and the easy conveyance on to the States. The concluding part of this notice is also as startling as the rest of it, and which is as follows—"Five miles of the road are ready to receive the permanent rails—66 are located and will be proceeded with as rapidly as possible; and it is confidently expected that 25, which will open the communication between St. Andrews and the capital city of Fredericton, will be ready for traffic by the autumn of this year." It is with much regret we feel bound to give also to this statement relative to the communication between St. Andrews and Fredericton an unhesitating contradiction, as it is calculated to mislead parties at a distance very seriously, and we trust before long to see the gentlemen connected with this undertaking in St. Andrews disown these statements altogether. We should be truly rejoiced to see this line opened, as well as remunerative to the parties in that quarter and elsewhere, to whom the public would feel indebted for their exertions on its behalf; but at the same time, if it is to be built at all, it must not be built on such statements as these, as they would be sure to defeat their own object in the end, and might be the means of throwing doubt on any other statements emanating from this Province, whether correct or not. We trust we shall have the matter cleared up in a short time.

SUSSEX RAILROAD MEETING.

A large and respectable meeting, chiefly composed of proprietors of lands through which the contemplated Great Eastern Railway will pass, was held at Sheck's Hotel, at Sussex Vale, on Saturday the 20th inst., where but one opinion prevailed as to the necessity and propriety of the measure.

A. C. Evanson, Esq., having been called to the Chair, and Mr. Isaac Foshay nominated Secretary, the following resolutions were unanimously adopted

Moved by John Hagarty, Esq., seconded by Mr. John King—

1. *Resolved*, That this meeting learns with great satisfaction the movements that are now taking place in the United States, and these Colonies, for the establishment of a great Trunk Railway from Boston to Halifax, by way of Calais, Saint John, King's and Westmorland Counties.

Moved by J. H. Ryan, Esq., seconded by Mr. B. Gedney—

2. *Resolved*, that such a line of Railway, forming a mighty thoroughfare for passengers, mails, and traffic between Europe and all parts of America, is a most important undertaking, and deserves and invites the cordial and hearty support of every inhabitant of New-Brunswick.

Moved by Mr. John King, seconded by Mr. G. Snyder—

3. *Resolved*, That we consider it our imperative duty to aid in every way in our power, and to the utmost of our ability, the advancement and construction of the said Railway, feeling confident that it must prove a paying line to the Stockholders, besides opening up the rich and inexhaustible resources of this Province.

Moved by Mr. Henry Hayward, seconded by Mr. James Roach—

4. *Resolved*, That we view the undertaking as a means calculated to strengthen our friendly intercourse with the United States, to cement and consolidate the North American Colonies, and bring them still nearer to Great Britain and Ireland, and also to improve our position by an incalculable increase of wealth and population.

Moved by Mr. W. H. Stockton, seconded by Daniel Sheck, Esq.—

5. *Resolved*, That the warm interest taken by the people of Portland and the Eastern States in this great enterprise, is a sure indication of the vast importance of the measure, and should call forth corresponding exertions on our part; and therefore *Resolved*, That Delegates be forthwith named to proceed to Portland to the great Convention to be held there on the 31st inst.

A. C. Evanson, Mathew McLeod and George Ryan, Esquires, were then requested to be the delegation to represent the interests of Sussex Vale at the Portland Convention.

Thanks were then voted to A. C. Evanson, Esq., for his able and efficient conduct in the Chair.

ISAAC FOSHAY, *Secretary*.

RAILWAY MEETING AT AMHERST.

Pursuant to a Requisition to the High Sheriff, a public meeting of the inhabitants of Cumberland was held in the County Court House on Tuesday the 16th inst., to take into consideration what steps should be adopted to forward the proposed scheme of a Railway around the head of the Bay of Fundy to Halifax, in connection with an American line through Portland, Calais, &c.—Although but a short notice could be given, the meeting was attended by a large number of the leading men of all parties, who appeared alive to its object and disposed to urge it on by all possible means.

Joshua Chandler, Esquire, High Sheriff, was called to the Chair; A. Macfarlane, Esq. appointed Secretary; and the following resolutions, after being warmly discussed and commended by numerous gentlemen who addressed the meeting in favor of the scheme, were put and carried unanimously.

1st. Moved by Robert Dickey, Esq., seconded by Jas. Fullerton, Esq.—*Resolved*, that this meeting is deeply impressed with the importance to the interests of this County, as well as of the Province at large, of a line of Railway to connect Halifax with the American frontier, by the head of the Bay of Fundy and Saint John, Calais, &c.

2d. Moved by James S. Morse, Esq., seconded by Mr. James W. Delaney—*Resolved*, that the advantages of such a line, embracing a large portion of the traffic to the United States and the Canadas, St. John, and the most populous portions of New-Brunswick, Prince Edward Island, and the Gulf of St. Lawrence, with that of Picton, Colchester, Cumberland and Halifax Counties, are so obvious, that this Meeting, convinced that the stock of this great Railway will be a most profitable investment, desire to record their opinion that the people of this County will embark largely, according to their means, in the undertaking, by taking stock, subscribing land, labour, &c.

3d. Moved by Dr. Tupper, seconded by John D. Kinnear, Esq.—*Resolved*, that Robert B. Dickey, Esq. be appointed a Delegate to represent the interests of this County at the proposed Convention to be held at Portland on the 31st instant, and to assure that body of the warm interest felt by the inhabitants of Cumberland in the progress of this noble undertaking.

4th. Moved by Robert McCully, Esq., seconded by James Page, Esq.—*Resolved*, that the Chairman and Secretary of this Meeting be desired to forward a copy of these proceedings to the Provincial Secretary, and to respectfully invite the countenance and co-operation of the Provincial Government in reference to the objects of this Meeting, and that copies thereof be also transmitted to the Committee appointed at a Public Meeting held in St. John on Saturday the 6th instant, and to the Convention at Portland.

John Bent, Esq. was then called to the Chair, and on motion of James Page, Esq., seconded by W. W. Bent, Esq., M. P. P., the unanimous thanks of the Meeting were tendered to the Chairman. And after three cheers for the Halifax and Portland Railway, the Meeting dispersed, to meet again on the return of the Delegate from the Portland Convention.

JOSHUA CHANDLER, *Chairman*.
A. MACFARLANE, *Secretary*.

MONEY-HUNTING EXPEDITION.—The schooner *Olive Branch*, 58 tons, John Delaney, Master, which cleared from here on the 19th inst. for Turks Island, is said to be bound for some small island in the neighbourhood of the place for which she has cleared, where it is supposed there are large quantities of gold coin buried, and which had been previously deposited there by pirates. Some of our respectable citizens are concerned in the undertaking, and we trust they will not be disappointed, although the story about the gold does not appear very probable. Another rumour relative to the ultimate destination of the Olive Branch, is, that she will bring up near Country Harbour, in Nova-Scotia, where money is supposed to have been lost—some say where the *Saladin* was wrecked a few years since. Time will shew.

ATTACK ON THE POLICE.—On Wednesday evening, while two of the Watchman were taking charge of two men who were fighting at York Point, they were beset by a mob, who pelted them with stones and brickbats, and had it not been for the arrival of some other Policemen, the consequences might have been fatal. One or two of them received serious injuries. Three parties were taken into custody, but have not yet undergone a final examination.

☞ The duties of the Grammar School of this City will be resumed on Monday, 5th August next.

PANORAMA OF THE GARDEN OF EDEN.—By reference to our advertising columns, it will be seen that this splendid panorama will be exhibited in this City, at the Mechanics' Institute, commencing on Wednesday evening next. From what we can learn of this fine painting, we fully expect that our sight-seeing friends will enjoy a rich treat on this occasion, as it has been very highly spoken of in other places; and the design being of a religious character, all classes and sects may safely countenance the exhibition. We have looked over some of the certificates and letters of recommendation received by Mr. Pratt, the proprietor, which bestow on this work of art the most unqualified approbation, one and all expressing themselves much gratified, not only with the subject, but with its execution. We might mention, among the names of those parties who have thus expressed themselves are to be found the Hon. Edward Everett, formerly United States Minister in London; Governor Briggs, of Massachusetts; the Professors Silliman; three Professors of Harward University; Professor Norton, of Yale College; Mrs. Sigourney; besides many other persons of note. We trust he will be well patronised by our worthy citizens.

THUSOLOGY.—We have to inform our wise men and the public generally that the Messrs. Burr are to lecture and perform experiments in the new and wonderful science of "*Thusology*," or "the science of *Thought* and the *Passions*, in their Physical dependence," this evening, at the Mechanics' Institute. They also lectured last evening before a numerous and respectable audience by whom they were rapturously received, and it is likely they will be well patronized this evening, as they have been highly spoken of in the United States.

We beg to inform our friends who are anxious to have a fine growth of hair on their heads, that Dr. Jacoby, Professor of the Anatomy and Physiology of the skin will remain in this City until Tuesday morning. We understand that a number of our citizens have been to consult him, and that his explanations and course of treatment are highly satisfactory. The Professor is anxious to see visitors, without charge, and no fee is exacted unless a cure is performed, which is very reasonable. His rooms are at the St. John Hotel.

THE HARMONEONS.—This excellent company of musicians commenced their performance at the Mechanics' Institute on Monday evening last, and continued them until Thursday evening, when they gave their final concert. The attendance was numerous as well as highly respectable, and on the two first evenings the Hall was crowded and inconveniently hot, owing to the weather and the number of people assembled. The public are indebted to the Directors of the Institute, however, for additional means of ventilation recently introduced in the Hall. The Company of Harmoneons has been increased from four to six, three of the original ones still remaining, to which has been added three new ones, and we are inclined to think that the change has not been for the worse. Where all are entitled to some notice of their several performances, and which we could not enter into at present, it might seem invidious to allude to any particular one, but without wishing to draw such distinctions, we might mention Mr. Prendergast's solo singing as something superior and much liked, as also Bryant's performances with the bones, which is well worth hearing, having already been very favourably noticed by the London press. This member of the company also excels in dancing, as a lady of colour,—his movements being truly graceful and elegant. We trust the company will meet with as much success at Calais and Fredericton, as they have had here, at which places we learn they intend performing.

THE TELEGRAPH WIRES.—The derangement of the telegraph wires on the Nova-Scotia line, on Monday last, is thus accounted for in the Halifax *Sun* of Wednesday:—

"During the thunder storm on Monday morning, the Electric fluid entered the window of the operator's room in the Telegraph office, struck the relay instrument, injuring several screws, and passing along the connecting wire into the interior of the coil, completely fused and consolidated the same. The copper wires leading into the battery room were melted. The shock was felt throughout the building. Fortunately, the operator was not at the key at that moment, or the consequences might have been fatal.

"The bolt which destroyed the instrument, alluded to above, struck on the wire 12½ miles from this City, damaging fifteen poles, and destroying one or two altogether."

NAVAL.—The Halifax Chronicle of Saturday last states, that immediately on the arrival of H. M. Brig *Sappho*, Commander Hon. A. Cochrane, from this port, the Right Hon. the Earl of Dundonald would hoist his flag on board that vessel, and proceed to the Bay of Fundy, visiting Windsor, and other parts of the Western Counties of Nova Scotia. It was rumoured that his Lordship would afterwards visit Quebec in the same vessel.

The *Sappho* arrived at Halifax on Wednesday.

DEATH OF THE CATHOLIC BISHOP OF NEWFOUNDLAND.—By the Mail steamer *Merlin*, at Halifax, we have Newfoundland papers to the 16th instant, but, with the exception of the demise of the Catholic Bishop, they contain little of interest.

The Rt. Rev. Michael Anthony Fleming, D. D., was born at Carrick-on-Suir, Tipperary, Ireland, in the year 1792; hence he was at the period of his decease, in the 58th year of his age. From obituary notices in the St. John's papers, the deceased Prelate must have been an eminently zealous clergyman, and his services vastly beneficial to the communion to which he belonged. He came originally to Newfoundland in 1823, and by the faithful discharge of his duties won the esteem of all classes of the community. He was made coadjutor Bishop of the Island in 1829, and shortly after, on the death of the Right Rev. Dr. Scalon, resumed in full the onerous duties of the episcopacy. Since that time he has labored diligently to promote the temporal and spiritual welfare of the Colony. The magnificent Cathedral recently opened in St. John's owes its existence to the indomitable perseverance of Dr. Fleming; while, through his instrumentality, churches have been multiplied at various places in the Colony. It is said that to accomplish the building of the former, the Bishop sailed over *sixty thousand miles of ocean*. Some time since, he, after resigning the temporalities into the hands of his coadjutor, Right Rev. Dr. Mullock, retired into the Monastery, also the creation of his piety and taste. The Right Rev. Bishop died on the 14th inst. and his remains after lying in state in the Cathedral until the 17th, were to have been interred last Thursday in a vault in that edifice. The catholics of St. John's were to have borne his remains in procession through the city previous to interment.—*Halifax Chron.*

THE ASIA'S PASSAGE.—Passengers by the *Asia* report that had it not been for the dense fog of Sunday that ship would positively have arrived in port at 1 P. M. on that day. Had *Asia* been so fortunate as to have had clear weather, the passage would have been accomplished *in eight days.*—*Ibid.*

CANADIAN PARLIAMENT.—The members of the Government propose to reduce their own official salaries to the following rates:—The two Attorney-generals, $3600 each; Provincial Secretary, Commissioner of Public Works and Receiver-General, $3400 each; two Solicitors-general, $2400 each; Assistant Commissioner of Public Works, $2400 per annum.

Mr. Lafontaine has announced in Parliament that the Canada government are to do their share in making the communication desired by New-Brunswick, from the St. Lawrence, near Trois Pistoles to the navigable waters of the St. John. The expence, says the Montreal Gazette, would be trifling, while the benefit to a large district of Canada, of New-Brunswick, and of Maine, would be immense.

A letter from Toronto, Canada, says—

"As an indication of the 'ruin and decay' prevalent in Canada just now, while the cry of retrenchment is at its height, I would remark that the customs revenue of the port of Toronto alone for the quarter just ended (July) is upwards of $120,000!—being more than double that of the parallel quarter of last year."

The Mail steamer *Hibernia* sailed from Boston on Wednesday at noon, with thirty-two passengers for Liverpool, and fourteen for Halifax. Among the former were Messrs. J. L. Inches and J. A. Morrison, of St. John.

WASHINGTON, JULY 21.—All speculation as to the composition of the new Cabinet is at an end. The following gentlemen were confirmed by the Senate yesterday, without a dissenting voice:

Daniel Webster, of Massachusetts, Secretary of State; Thomas Corwin, of Ohio, Secretary of the Treasury; James H. Pearce, of Maryland, Secretary of the Interior; Edward Bates, of Missouri, Secretary of War; William A. Graham, of North Carolina, Secretary of the Navy; N. K. Hall, of New-York, Postmaster-General; J. J. Crittenden, of Kentucky, Attorney-General.

In every sense, and in every aspect, this is a strong, conservative, Whig administration—one which can be relied upon, to carry out Whig measures, and to sustain Whig principles.

REFUSAL TO COMMUTE THE PUNISHMENT OF PROFESSOR WEBSTER—*The Day of Execution fixed!*—The Governor and Council met on Friday, when a unanimous report from the Committee of Pardons against a commutation of the punishment of death in the case of Professor Webster, for the murder of Dr. Parkman, was presented.—This report was accepted by the Council, one member, Mr. Copeland of Norfolk, voting in the negative. Friday, August 30th, was fixed as the day of execution.

Upon the reception of the report, Governor Briggs read an address to the Council, in which he recapitulated the leading circumstances connected with the murder, the trial, and the subsequent proceedings for a writ of error, and afterwards for a commutation of punishment; and gave the final decision on the question involving the life of the prisoner—remarking: "The combined circumstances of the case force me to the conclusion, that the safety of the community, the inviolability of the law, and the principles of impartial justice, demand the execution of the sentence."

On Monday morning, the Death Warrant was read to Professor Webster, by Sheriff Eveleth, in presence of Rev. Dr. Putnam and Mr. Sheriff Andrews. He was perfectly calm throughout the ceremony, and impressively remarked at its close—"God's will be done—I am entirely reconciled to my fate!" The warrant fixed the time of execution between the hours of eight and eleven o'clock.

LATE FROM CALIFORNIA.

The Steamship *Crescent City* arrived at New-York last Tuesday afternoon, from Chagres, *via* Kingston, (Jam.)—She arrived out at Chagres in nine days, and left on her return at noon on the 13th. She made the run to Kingston, from Chagres, in fifty-two hours, and left the latter place on the morning of the 16th, making the passage thence to New-York in six days and seven hours.

The Crescent City brings news from California to the 18th of June, 18 days later than our previous advices. This intelligence was brought to Panama by the Steamer Columbus, which sailed from San Francisco on the 18th ult., and arrived at Panama on the 6th inst. She brought 150 passengers, $130,000 in gold dust on freight, and the mails. The gold dust was detained at Chagres to await the arrival of the steamer Cherokee.

The Crescent City brought about $180,000 in gold dust, in the hands of her passengers.

The most important item of news by this arrival is the intelligence of another disastrous conflagration which swept over the City of San Francisco, on the 14th of June, destroying four entire blocks,—in all three hundred houses,—and involving a loss of $5,000,000. It originated in the kitchen of the Sacramento House, and spread rapidly in every direction, extending over part of the old burnt district. The wharves and shipping were saved. The losses by the three fires which have occurred at San Francisco are estimated at from twelve to fifteen million dollars. The day following the conflagration a meeting of the citizens was held, to take measures for the establishment of an efficient fire department.

The enterprising citizen of San Francisco, undaunted by the repeated calamities which have come upon them, immediately set about clearing away the smouldering ruins, preparatory to erecting new buildings on the burnt district.

The foreign mining tax has caused a temporary suspension of labor. The high state of water on the creeks and rivers has also had its effect, by preventing the miners working the beds and bars.

The facilities for buisness are fast increasing. The loss by the late fire falls heaviest on our largest merchants, and will for time have a bad effect on the market.

MARKETS.—*San Francisco, June* 15.—Since the departure of the Oregon, on the first inst., there has been but little animation in this maket, and prices have fallen, with but few exceptions, on every description of merchandise. The cause of this depression arises from the fact that the towns upon the rivers and the mines are well stocked with goods.

Very little judgment heretofore has been displayed in the Atlantic States in making shipments to this market. A good assorted cargo of staple articles will nearly always leave fair profit, and for years to come, because there is a regular demand for actual wants, and the high price of labor here will prevent our employing vessels from this place to compete with the Atlantic States. Good ships, 8 to 10 years old, with a full inventory, sell from $3000 to $6000. Small vessels, from 100 to 200 tons, have, since the building of small steamers, depreciated in value, and can be purchased for one third of the price paid 3 months since, sell now at from $2000 to $4000.

The money market is easy. Loans upon good productive real estate for 3 or 4 months are negociated at 5 to 6 per cent. per month. Short business paper discounted at 8 to 10 per cent. per month.

Gold dust comes in sparingly, and coin appears to be the principal medium of circulation. There is generally a disappearance of gold dust from the market previous to a steamer's leaving, being held back for speculation. We quote it at $16 to $16 25 per ounce. The State assay bars are not very current. Bankers will not receive them over $16 per ounce in actual weight.

The following price current is based upon actual transactions as far as possible.

Breadstuffs—Chile flour in 200 lbs. sacks, landed, sellers, $11. Do. do. in 100 lbs. sacks, $6. American sweet flour, $11. Barley, sales at 8c. Corn, sales at 3c. Corn meal, in half bbls. sweet, 7½ to 8c. Navy Bread, 5 to 6c.

Hay, $5 to $6 per cwt. Bricks, hard, $35 per M. Cement, $5 per bushel. Boots and shoes, 75 per cent. advance on good invoices.

Hardware, a steady demand for saleable goods. Nails, $6. Bar Iron, 5 to 8c.; some round and scarce sizes higher.

Lumber, American—Cargoes, assorted, $50, at which sales have been made. Planed, $65. Timber, $70 to $80. Plank, $70 to $80.

☞ The Rev. S. T. RAND, Missionary to the Micmac Indians, will preach on Lord's day next, July 28th, at the Baptist Meeting House, Germain-street, at eleven in the morning, and at Brussels-street at six in the evening. The Rev. Gentleman will give some account of his labours among that interesting people.

MARRIED.

On the 18th instant, by the Rev. R. Cooney, Wesleyan Minister, Mr. Henry Howard, to Miss Eliza Jane Wightman, both of this City.

On the 22d inst., by the same, Mr. James Dyall, to Mrs. Mary Ann Bell, both of this City.

On Thursday evening last, by the Rev. Wm. Donald, A. M., Mr. John Wright, of Newcastle, Miramichi, to Janet Carr, fifth daughter of the late Robert Barbour, Stonecutter, St. John.

At Trinity Church, Yarmouth, (N. S.) on the 16th instant, by the Rev. J. T. Moody, Captain Dalhousie Millar, of St. Andrews, (N. B.) to Mary Jane, eldest daughter of John Murray, Esq.

DIED.

On Thursday evening, after a lingering illness, Mr. David Provan, in the 27th year of his age. Funeral on Sunday next, at 3 o'clock, from the residence of his brother in Queen-street, when friends and acquaintances are invited to attend.

On the 20th inst., Mrs. Elizabeth Carpenter, widow of the late Coles Carpenter, in the 86th year of her age. She came to this Province with the Loyalists in 1783, and has left a large circle of friends to mourn their loss.

On Friday morning, after a lingering illness, Mr. Charles Wark, in the 45th year of his age, leaving a wife and three children to lament the loss of a kind husband and loving parent.—Funeral to-morrow (Sunday) at 4 o'clock, from his late residence, Simonds'-street, Portland, when friends and acquaintances are respectfully invited to attend.

At Springfield, King's County, on the 3d inst., James Hughson, Esq., aged 83 years, leaving an aged widow and a numerous circle of relatives to mourn their loss. Mr. Hughson was among the Loyalists who came to this Province in the year 1783, where he has ever since resided, leading an honest and upright life: his end was peace.

At his residence in Bocabec, Charlotte County, on the 18th instant, in the 70th year of his age, the Rev. John Cassilis, A. M., for many years Principal of the Grammar School in St. Andrews, and for the last ten years the beloved Pastor of the Presbyterian Church in the Parish of St. Patrick. He has left a widow and large family, and a large circle of friends to mourn their loss. His remains were taken to St. Andrews for interment on Sabbath last.

At Halifax, on Thursday night, Mr. F. H. Jubien, proprietor of the Halifax Hotel.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Sunday—Schr. William, Haines, New-York, 8 days—Master, flour, &c.
Eliza Jane, McLean, Holdsboro, (Me.)—Master, ballast.
Monday—Ship Bell Rock, Pendleton, Boston,— son & Spurr, ballast.
Brig Ann & Maria, Briggs, Boston, 5—R. Rankin & Co., ballast.
Steamer Commodore, Browne, Portland—Jas. Whitney, passengers, &c.
Tuesday—Schr. Three Sisters, Cann, Boston, 5—W. Thomson, flour, pork, &c.
Steamer Maid of Erin, Belyea, Eastport—Thos. Parks, passengers and merchandise.
Wednesday—Barque Ajax, Bugge, New-York, 11— Robertson, ballast.
Schr. Victoria, Campbell, Eastport—Master, ballast.
Friday—Barque Clio, Robinson, New-York, 13— der, ballast.
Steamer Maid of Erin, Belyea, Eastport—Thos. Parks, passengers and merchandise.
☞ A Barque in the offing.

COASTWISE.

Saturday—Schr. Victoria, Campbell, Maitland, plaster; Economy, Robinson, Cornwallis, potatoes and butter; Eliza, Woodworth, Cornwallis, potatoes; Helena, Bowlby, Wilmot, sheep, butter and eggs.
Sunday—Schr. Dart, Larch, Parrsboro, butter & timber; Wilmot Packet, Harris, Wilmot, butter, meal, &c.; George Noble, Fowler, Apple River, deals.
Monday—Steamer Herald, Donehey, Petticodiac, passengers; Fairy Queen, Leavitt, Annapolis and Digby, passengers.
Tuesday—Schr. Emma Johnston, Howard, Apple River, deals.
Steamer Fairy Queen, Leavitt, Windsor, passengers.
Wednesday—Schr. Emeline, Heney, Welchpool, fish; Weymouth, Borden, Cornwallis, potatoes and wood; Laurel, Brinton, Wilmot, fish, eggs and cherries; Pandora, Donald, Joggins, coals.
Thursday—Schr. Martin, Drake, Grand Manan, fish, &c.; Digby Packet, Dunn, Digby, cherries, eggs and oil; Steamer Maid of Erin, Belyea, Annapolis and Digby, passengers, &c.
Friday—Schr. Algerine, Banks, Barrington, with the crew and baggage from the wreck of brig *Sutcliff*. Steamer Herald, Donehey, Dorchester, passengers.
Saturday—Steamer Commodore, Browne, Windsor, passengers.

ENTERED FOR LOADING.

July 18—Lively, Moriarty, Liverpool.
19—Reward, Frost, Hull.
20—Wineta, Freta, Cork.
British Oak, Gray, Sunderland.
22—Charles, Rotheroe, Youghal.
23—Bell Rock, Pendleton, Cork.
Hornet, Wells, Limerick.
24—Ajax, Bugge, Cork.
Lady Blaney, ——, Liverpool.
25—Ann & Maria, Briggs, Stockton.
Nancy, Power, Cork.
Charlotte, McMann, Barbados.

CLEARED.

July 20th—Ship Mount Stewart Elphinstone, Henderson, London, deals and pickets—Thos. E. Millidge; Ulverstone, Broderick, Hull, deals—R. Rankin & Co.; Buena Vista, Mustard, Glasgow, deals, &c.—Jos. Fairweather; Brig Urda, Ilvstendahl, Grimsby, timber and deals—John Robertson; Flora, Witt, Grimsby, deals—Allison & Son; Schr. Somerville, Dodge, Boston, clapboards, shingles and boards—E. D. Jewitt.

22d—Ship Coronation, Hare, Liverpool, timber, deals, &c.—John Robertson; Maranham, Jameson, London, timber, deals, &c.—S. Wiggins & Son; Schr. Sultana, Whittier, Philadelphia, boards and scantling—G. Eaton.

23d—Brig John & Edward, Murray, Belfast, timber, deals, &c.—Edwin Ketchum; Schr. Brunswick Lyon, Caffary, Lubec, cordwood and staves—W. H. Craft.

24th—Barque Peter Schreuder, Hansen, Chatham, deals—Henry Garbutt; Brig Mary Emma, Lucas, Glasgow, deals, boards, spars, &c.—A. C. O. Trentowsky; Brigt. Jane Allison, Wood, New-York, scantling—C. M. Gove.

25th—Barque Eagle, Lang, Greenock, timber, deals, &c.—Wm. Thomson; Brigt. Juverna, Heneberry, New York, scantling—Chas. M. Gove; Schr. Charles, Whipple, Halifax, limestone, oatmeal, &c.—G. & J. Salter; Western, Bissett, Bath, (Me.) hackmatack knees and red pine timber—T. McHenry.

26th—Ship Rimswell, Brown, Hull, timber, deals, &c.—Chas. Brown; Barque Midas, Newton, Liverpool, timber and deals—R. Rankin & Co.; Brig Amanda, Breback, Grimsby, deals and boards—Allison & Spurr; Schr. Good Will, Dunn, Halifax, lime—Master.

27th—Ship Caroline, Eddington, Liverpool, timber—James Kirk.

Wreck—Brig Sutcliff, Captain Crow, from Liverpool, for this port, got ashore at 4 A. M., on the 20th inst., in the fog, near Cape Sable, and became a wreck; crew and part of the materials saved.

Schr. Charles, Whipple, hence, at Halifax this morning in thirty-eight hours.

Arrived at Valparaiso, 15th May, brigt. Paraguay, Cornish, to sail for Caldera, Chili, about 27th May.—Spoke, off Mocha, whale ship Addison, of New Bedford—requested to be reported.

Arrivals from St. John.—July 4th—Magog, at Ayr; 5th—Albion, at Queenstown; Lady Sale, at Warren Point; Perthshire, and John Ker, in the Clyde; 6th—Southampton, do.; Fanny, at Hull; Joanna, at Leith; Londonderry, at Londonderry; Mary Hudson, at Deal; Wanderer, at Leith; 8th—Corinthian, at Grimsby; Sally, at Carlisle, Willington, at Dumfries; Ellen Forrestal, at Limerick; 9th—Granville, at Carlisle; 10th—Albion, at Kingstown; Delia Maria, at Hull; Wm. Dawson, at Leith; 11th—Oriental, at Liverpool; Kirkwood, at Deal; Majestic, (for Grimsby,) at do.

Arrived at Liverpool, July 7th, ship William Vail, Wishart, Quebec.—At Antwerp, 10th, barque Idas, Rodney, Charleston.

Sailed from Liverpool, July 11th, ship Boadicea, Leavitt, New-York; 12th, John Fielden, Strang, do.; Orleans, Bogart, St. John.

Cleared at London, July 11th, barque Perseverance, Garrison, St. John.—At Liverpool, 12th, Susan, do.

Loading at London, July 12th, barque Fawside, for St. John.—In the Clyde, ship Catherine, and barque Oromocto, do.

Spoken, off Cape Clear, 1st July, ship Ashland, from St. John, for Hull; July 4th, on the Banks, ship Balmoral, from St. John, for Liverpool; 13th, lat. 42, long. 62, ship Brooksby, from St. John, for Glasgow.

Passed Deal, 9th July, brigt. Victor, of St. John, from Gothenburg, for New-York.

ARRIVED—At San Francisco, June 2d, brigt. Ellis, Cardiff, St. John, 170 days; 17th, barque Acadian, Gardiner, do, 207 days.—At Valparaiso, 26th April, brig Eclipse, Prattle, from Windsor, for San Francisco—all well.—At St. John's, (N. F.) July 12th, schr. Martha Greene, Robbins, St. John—At Quebec, July 19th, ship Elizabeth Bentley, Robinson, New Orleans; Pilgrim, Richardson, Liverpool; schr. Josephte, Langlois, St. John.—At Boston, 24th, sch. Chancellor, Carliste, Dorchester.

CLEARED—At Philadelphia, July 17th, brig Nimrod, Roberts, St. John.—At New-York, 18th, schr. Iris, Covell, do.; 20th, brigt. Victoria, Dwyer, do.; 22d, ship Lorena, Urquhart, do; 23d, schr. Echo, Holder, do.—At Boston, 20th, brig Nautilus, Taylor, and schr. Richmond, Pangburn, do.; 22d, brig Thetis, Burns, Richibucto.—At Halifax, 22d, barque Empress, St. John.

Brig Bluenose, of St. Stephen, from Berbice, was driven ashore near Moose River, in the gale of Saturday last, and abandoned. She was afterwards got off by some of the inhabitants and taken to a place of safety.—*Eastport Sentinel.*

THE INDIANS.

A PUBLIC LECTURE on the History, Language, Customs, Literature, and Religious belief of the MICMAC INDIANS, will be delivered at the Brussels Street Chapel, on MONDAY Evening, 29th inst., at 8 o'clock, by the Rev. S. T. RAND, Missionary to the Micmacs.

A Collection will be taken up at the close in behalf the Mission. 27th July, 1850.

SAINT JOHN
Model and Training School.

THE duties of this SCHOOL will be resumed on Monday next, July 29th.—The course of instruction includes, besides the usual branches, English Composition, Book Keeping, Use of the Globes, Algebra, Geometry, Trigonometry, Mensuration, Navigation, Land Surveying, Elements of Latin, &c. &c.

Pupils are received from Six to Sixteen years of age. EDMUND HILLYER DUVAL,
July 27, 1850. Principa

WONDERFUL & AMUSING.

MESSRS. BURR will give a Lecture and astonishing Experiments on the new and wonderful science of THUSOLOGY this (SATURDAY) Evening, July 27th. A Lecture and Experiments will also be given in Saint Stephen's Hall, on MONDAY Evening, July 29th.
July 27, 1850.

GRAND
PANORAMIC EXHIBITION
WILL OPEN AT THE
Mechanics' Institute,
SAINT JOHN,
On WEDNESDAY Evening next, July 3

PRATT'S Splendid Botanical and Poetic PANORAMA of the *GARDEN of EDEN*, founded on Milton's sublime and beautiful Poem of *Paradise Lost*.

The most delightful and instructive *Panorama* in the world, being *an immense moving mirror* of nature, revealing upon the most lovely Landscapes, the Botany of the Globe, and animals in correspondence with their several climes, also *three groups of ADAM and EVE*, the size of life, and exquisitely finished in *oil colours*.

This wonderful Panorama has been exhibited before the principal Colleges of the United States, and was pronounced by the President of Yale College, "A Museum of the Kingdoms of Nature."

It was exhibited for about three months in Boston to crowded houses, and was visited by nearly all the first ladies and gentlemen of the City, and received by them with enthusiastic admiration.

Admittance, 1s 3d.—Children half price. Tickets at the door. Doors open at half past 7, will commence moving at 8¼ o'clock.
July 26.

£1000!

TO BE LOANED—£1000, on the security of Real Estate in the City of Saint John.
R. BAYARD, *Barrister at Law.*
July 27.

ALBION LODGE, No. 570 on the Registry of England, will meet at the St. John Hotel on Friday evening next, at 7 o'clock. *By order of the W. M.*
July 27, 1850.

Boiler Plate.

Ex ship "Britannia," from Liverpool—
10 TONS BOILER PLATE,—which will be Sold low, by
WILLIAM CARVILL,
Nelson-street.
July 13.