The Courier.

SATURDAY, AUGUST 31, 1850.

The Mail Steamer *America* arrived at Halifax on Tuesday evening, at six o'clock, after an exceedingly boisterous passage of over ten days from Liverpool. The dates are to the 17th instant.

The Mail Steamer *Asia* has made the shortest passage on record—having arrived at Liverpool on the morning of the 17th, *in seven and three quarter days* from Halifax, and only *nine* from Boston!

The papers represent trade generally to be in a healthy state, and the accounts from all parts of the kingdom, as affording evidence of increasing prosperity. It is added that there will be a large surplus revenue at the disposal of Government—upwards of £3,000,000.

A decline of ⅛d. per lb. had taken place in the price of cotton of middling quality. The sales of the week amounted to 90,000 bales.

The Grain Trade.—The London Shipping and Mercantile Gazette of Friday remarks—"The general character of the Grain trade has undergone very little change since Monday, much less effect having been produced by the unfavorable reports respecting the Wheat and Potato crops than might have been expected. The weather has not been particularly favorable during the week, a considerable quantity of rain having fallen in different parts of the kingdom, but the showers having been succeeded by intervals of sunshine, with drying breezes, harvest operations have not been much interfered with. That blight prevails to a very considerable extent among all kinds of white wheat is certain, which, together with the injury caused by the repeated storms which have been experienced during the last month or six weeks, have so far changed the aspect of affairs as to render a large yield or superior quality not only highly improbable, but almost impossible. This, and the manner in which the potato disease is spreading, afford ground for uneasiness; but whether prices will advance, so as to recompense our farmers for the shortness of their produce is not so sure, and the prospects for the British agriculturists are far from cheering. The advices from the continent of Europe, though not universally so, are for the most part of a character to induce us to believe that the harvest abroad will prove favorable, and that there will be a large surplus growth of grain for exportation."

Liverpool Timber Market.—The supplies of North American colonial Wood since the 1st February have been brought in 111 vessels, viz., 42 from Quebec, 33 from St. John, N. B., and 36 from other ports, which have a tonnage of 64,810. During same time last year there arrived 140 vessels, the tonnage being 71,102. From the north of Europe 30 vessels, 8517 tons, wood-laden, have arrived, whilst for the like time last year 27 vessels, 6122 tons, arrived. Although the market has been freely supplied during the last fortnight by extensive arrivals from the Timber ports, yet such has been the revival of demand that they have readily been sold so soon as offered at the present currency; indeed prices have somewhat improved during the last ten days, but are still so low that confidence in the safety of the market seems in a great measure restored, which has in some degree been promoted by a belief in the general improvement in the prosperity of the country trade. The sales effected since the 31st ult. consist of fourteen cargoes of Quebec yellow Pine at from 12¾d. to 13¾d. per foot, red Pine from 15d. to 16d. per foot, Elm from 15d. to 17d. per foot, Oak from 20d. to 2s. 2d. per foot, Deals from £6 5s. to £7 per standard, Standard Staves £40 to £42, Culls £30 per M., Puncheon Staves £13 to £13 10s., Culls £9 per M., and Lathwood 30s. to 40s. per fathom. Two cargoes of yellow Pine Deals, third quality, from £6 12s. 6d. to £7 per standard. Of St. John, six cargoes of yellow Pine from 16½d. to 17½d. per foot, or 1½d. per foot under the average, Birch 14½d. to 17d. per foot, Deals £6 10s. to £8 per standard, Palings 30s. per M., Lathwood 30s. to 40s. per fathom; two cargoes of Spruce Deals at £8 per standard, and an inferior parcel at £7 per standard. Of other Port: one cargo of Miramichi yellow Pine at [illegible] per foot, a parcel of Parrsboro' Pine, well to £7 10s. per [illegible] foot, and Birch at 17d. [illegible] fathom; three cargoes of Shediac Pine and Spruce Deals at £7 12s. 6d. and £7 13s. 9d. per standard, [illegible] 17s. 6d. per standard, one of Wallace Spruce at £7 5s. per standard, one of Pictou Spruce at £7 5s. per standard, one of Richibucto Spruce at £7 15s. per standard, and two of Miramichi Pine and Spruce at £7 17s. 6d. per standard.

Prorogation of Parliament. — *House of Lords, Thursday, Aug. 15.*—This was the last day of the Session which commenced on Thursday; the 31st of January.

The doors of the House of Lords were opened at twelve o'clock to the fortunate possessors of the privilege of *entrée*. Even previously to that hour a long line of carriages extended from the Peers' door far up Parliament-street, and a number of Peeresses and other ladies were waiting in the passage which skirts the south-western corner of the building.

The House rapidly filled with ladies, who occupied the whole of the body of the apartment, excepting only the two front rows of seats, and the places reserved for the Ambassadors. The strangers' gallery and the galleries which run from end to end were also entirely occupied by ladies. The two excepted rows were appropriated to the Peers.

As the hour advanced, the aspect of the magnificent chamber became most imposing. Its own splendour of gold, carving, and colours, its array of statues, and paintings, and stained glass, seemed at once to assume an appropriateness, when surrounding that brilliant assemblage, which the eye, at least, fails to recognise during the ordinary scanty attendance of plainly dressed noblemen met for purposes of business. For the stately formality of this day the House of Lords seemed expressly designed. In poured the female aristocracy of the land, in the choicest attire that fancy and fashion could prescribe. An interesting group came next; the Duke of Wellington, in the uniform of his high rank, entered between his two daughters in law, whom he conducted with careful courtesy. Then, one by one came the various envoys of foreign courts. The whole world was represented upon the seats to the right of the throne. There glittered the various military dresses of the nations of Christendom; and there literally blazed the Ambassadors of the East. Lastly, the Peers themselves, in scarlet and ermine, lined the assemblage, and a few officers completed the picture, with shining cuirasses, white plumes, and rich epaulets.

Shortly a procession entered at the door to the right of the throne—red beefeaters and [illegible] and then the sword of State borne by the Duke of Wellington and the Crown of England, and other emblems. Then came the Queen wearing a tiara, and a magnificent robe, supported by pages. Prince Albert, in his field-marshal's uniform, took his station on her Majesty's left as the Queen seated herself upon the throne.

The Peers having seated themselves, at the command of her Majesty, and the Commons having been summoned, a noise was heard, with cries of "Order," "order," without, and the sound of a crowd hurrying along a passage. Instantly the faithful Commons, headed by the Speaker, advanced to the Bar—their hurry, and heat, and struggle contrasting with the calm and orderly scene into which they had rushed.

The Speaker then addressed her Most Gracious Majesty, stating that her Commons had been labouring, in accordance with the directions of her gracious speech on opening the Session. They had passed an Australian Colonies Bill, which was to invest those Colonies with the power, subject to her Majesty's approval, of providing themselves with a Representative Government adapted to their wants, and he expressed a hope that such measure would promote the development of the vast resources of Australia. They had passed a Mercantile Marine Bill and a Parliamentary Franchise for Ireland Bill, and they had, among other measures, with a reference to which he would not trouble her Majesty, contrived to reduce taxation while providing adequate supplies for the exigencies of the nation. He then prayed her Majesty's assent to the Consolidated Fund Bill, and to other measures.

The officer of the House signified the royal assent to the measures in question, and the old Norman French was heard in accents to which the audience were little accustomed. The Chancellor then presented her Majesty with the royal speech; and the Queen, with a precision of articulation which permitted every word to be heard to the remotest corner of the building, delivered the speech as follows:—

"*My Lords and Gentlemen,*

"I have the satisfaction of being able to release you from the duties of a laborious Session. The assiduity and care with which you have applied yourselves to the business which required your attention merit my cordial approbation.

"The act for the better government of my Australian colonies will, I trust, improve the condition of those rising communities. It will always be gratifying to me to be able to extend the advantages of representative institutions, which form the glory and happiness of my people, to colonies inhabited by men who are capable of exercising with benefit to themselves, the privileges of freedom.

"It has afforded me great satisfaction to give my assent to the act which you have passed for the improvement of the merchant naval service of this country. It is, I trust, calculated to promote the welfare of every class connected with this essential branch of the national interest.

"The Act for the gradual discontinuance of Interments within the Limits of the Metropolis is in conformity with those enlightened views which have for their object the improvement of public health. I shall watch with interest the progress of measures relating to this important subject.

"I have given my cordial assent to the Act for the Extension of the Elective Franchise in Ireland. I look to the most beneficial consequences from a measure which has been framed with a view to give my people in Ireland a fair participation in the benefits of our representative system.

"I have observed with the greatest interest and satisfaction the measures which have been adopted, with a view to the improvement of the administration of justice in various departments, and I confidently anticipate they will be productive of much public convenience and advantage.

"*Gentlemen of the House of Commons,*

"The improvement of the revenue, and the large reductions which have been made in various branches of expenditure, have tended to give to our financial condition stability and security. I am happy to find that you have been enabled to relieve my subjects from some of the burdens of taxation, without impairing the efficiency of our resources to meet the charges imposed upon them.

"*My Lords and Gentlemen,*

"I am encouraged to hope that the treaty between Germany and Denmark, which has been concluded at Berlin under my mediation, may lead at no distant period to the restoration of peace in the North of Europe. No endeavour shall be wanting on my part to secure the attainment of this great blessing.

"I continue to maintain the most friendly relations with foreign powers, and I trust that nothing may occur to disturb the general peace.

"I have reason to be thankful for the loyalty and attachment of my people; and while I am studious to preserve and improve our institutions, I rely upon the goodness of Almighty God to favour my efforts, and to guide the destinies of this nation."

The Chancellor then received back the Speech, and with it an intimation from her Majesty, in accordance with which he announced that Parliament was prorogued until the 15th October.

Her Majesty then retired, and in a few minutes the thunder of the guns announced to London that the Session of 1850 was over.

In the Commons, on Monday night, a discussion took place as to the manner in which public business had been carried on during the session. Sir B. Hall gave all the statistics. He calculated that during 25 working weeks the house had sat 1,041 hours, and held 149 sittings, making, with a fair allowance for Wednesdays, an average of 10½ hours per day, four days in every week. This heavy work, combined with the enormous amount of committee services, left members no time or energy to attend to any other duties, either for themselves or their constituents. Notwithstanding these protracted sittings, only 58 public bills had been as yet carried, being 31 less than last year. After briefly sketching the histories of the many celebrated bills that had occupied many nights of debate and been finally withdrawn, he assigned a chief share in the evil of which he complained to the time allowed to be wasted in the discussion of abortive measures; and further assigned to the lack of energy in the government the circumstance that these measures had proved abortive. Lord John Russell defended the government, and explained *seriatim* the "uncontrollable" causes of his own failures. The subject afterwards dropped.

Railway from Quebec to Halifax.—In the House of Commons, on Wednesday, in reply to a question relative to the proposed Railway from Halifax to Quebec, Mr. Hawes said it was not the intention of Government to bring forward any measure on this subject. The proposition made to Government was, that they should give a guarantee, and that they refused. The undertaking was one of the highest importance, but whether any scheme would be undertaken by Government he was not prepared to say, though [illegible]

Among the [illegible] who were turning by the Ministry, which have fallen through, is the Jewish Emancipation Bill, the Savings Bank [illegible]

Sunday Labour in the Post-office.—The committee of inquiry (Lord Clanricarde, Mr. Labouchere, and Mr. C. Lewis,) have reported. The absurd vote of the House of Commons for the suppression of a delivery of letters on Sundays has been substantially reversed. There is henceforward to be a single delivery and receipt of letters and newspapers on Sundays. There will be no very material difference between the future arrangements and those which existed at the time Lord John Russell was ill-advised enough to act upon a single expression of opinion from a packed house. On Wednesday night in the house of Lords, Lord Campbell complained of the amount of inconvenience that had been suffered by the judges on circuit in consequence of the suppression of all communication for twenty four hours in every week. He and his colleagues had applied to the Postmaster-General for an exception in the case of the judges, but the application was refused. The following paragraphs in the commissioners report are worthy of attention:—8. That in retaining a Sunday delivery of letters in a rural district the Postmaster-General be guided by the prevalent feeling of the locality; and that where the prevalent feeling is opposed to such delivery the Postmaster-General, after satisfying himself of the fact, take the requisite steps for suspending it.—9. That an option be afforded to every householder to suspend the Sunday delivery of letters at his house, on his written application to the local post-office. It would be necessary that this permission be guarded by proper regulations of the department, in order to prevent the inconvenience which would arise from frequent changes." Thus the Sabbatrians can have their own way without interfering with other people.—*Liverpool Journal.*

The Gorham Controversy Again.—The Bishop of Exeter, it is said, is taking steps to bring Mr. Gorham before the Arches Court, for heresy, as held and taught in his book. With reference to this case in particular, as well as the integrity of the church's doctrine generally, the committee of church unions appointed immediately after the recent great church meeting, is understood to be preparing some most important propositions to be submitted to another great meeting. — *Oxford University Herald.* — [Mr. Gorham was duly installed in his vicarage of Bampton Speke on Sunday last, when he delivered an excellent sermon.]

The Costs in the Gorham Case.—The costs of both parties in this case would have been sufficient to build and endow twenty churches of the size of Bampton Speke. Sir Fitzroy Kelly, M. P., alone has had three separate retainers of 500 guineas each, besides consultation fees, which will bring up his share to nearly £2,000. It is stated, in legal circles, that the whole costs are upwards of £80 000. It is, however, pretty clear that the Bishop of Exeter and the Rev. Mr. Gorham are not the actual parties who are to bear the brunt of the battle. The money, it may be presumed, has been provided by the high and low church parties.—*Daily News.*

The Tenant Right Conference.—The conference concluded its labours on Thursday week and having proclaimed its "charter," resolved itself into a "league." A public meeting was held on yesterday evening, at the Music-hall, at which nearly all the delegates attended. The room was crammed, and the proceedings passed off with the utmost enthusiasm. The chair was taken by Dr. McKnight. The speakers were the Rev. John Rogers, a Presbyterian clergyman; the Rev. Dr. Kearney, Catholic; Rev. Mr. Redmond, Catholic; Rev. D. Bell, Presbyterian (and pronounced the best orator of the evening); Mr. Godkin of the *Londonderry Standard*; the Rev. Mr. McGaver, Catholic; Mr. Ternan, tenant farmer; the Rev. Mr. Rentoull, Presbyterian; the Rev. Mr. Dobynn, Presbyterian; Mr. Maguire of the *Cork Examiner*; Dr. Gray of the *Freeman's Journal*, and others. The last resolution is the key to all the others:—"That as adequate funds, ascertained by some fixed standard, and certain in amount, will be indispensable for carrying out the objects of the league, we recommend for the adoption of the country, a general and voluntary assessment on the poor-law valuation, of such an amount, and under such regulations as the council of the league may hereafter recommend, taking into consideration the circumstances of each locality, and the raising thereby, at as early a period as is considered practicable and convenient, a sum of £10,000 in the first instance."

The council of the Tenant League have commenced daily meetings in committee, and the provincial members have, for the most part, taken their departure for the purpose of working the movement throughout the country.—Quarterly general meetings of the league are to be held, but these are not to take place in Dublin, it being the intention to select the principal provincial towns for the purpose, and the first of the meetings will most probably be held at Belfast. In this respect, as well as in many others, the present agitation differs very materially from any preceding one, as centralization of such popular movements in Dublin has been hitherto their characteristic. Local associations will be established, but these will of course be entirely unconnected with the league, except in so far as they may be supposed to work upon the same principles and with the same objects.

The council of the Irish Tenant League have sent a deputation to London to meet the Irish members, and have the case of the tenant-farmers laid before the cabinet, with a view to instant legislation with regard to the existing arrears, evictions, and distraints upon crops hardly sufficient for the support of the occupiers. Mr. J. S. Lalor has proceeded to London on this mission.

The Harvest.—Accounts of the potato crop received to day are decidedly more favourable, and it would appear from various communications before us that the progress of the blight has been stayed, during the present week. Regarding oats as well as green crops, we have the most encouraging accounts. The harvest is now in progress pretty generally with as favourable weather as could be desired.—*Dublin Evening Post.*

English Tourists in Ireland.—The number of English tourists now in Ireland is far greater than in any previous season. In consequence of the numbers awaiting a passage across the channel at Holyhead, owing to the arrival of a crowded excursion train, an extra steamer, the Anglia, was dispatched from Kingstown on Tuesday morning, to afford the requisite accommodation to this influx of English tourists.

The O'Connell Estates in the County of Kerry.—These estates spread over nearly 14,000 acres, and were put up for sale in twenty-four lots, on Thursday week, in Dublin. The bidding was at first very slack, and many of the earlier lots were withdrawn until later in the day, when they were again put up with better success. In the whole, eighteen lots were sold, in sums varying from £250 to £3,000; the whole producing £38,930. The incumbrances on this fine property are said to be £60,000.—There are, however, six valuable lots still left for sale.

Prince Albert and the Freemasons.—We understand that the Grand Lodge of Freemasons of Scotland has come to the resolution that the different lodges cannot walk in procession, at the laying of the foundation-stone on the Mound, at the 30th instant, Prince Albert not being one of the craft, and having scruples about being initiated. Thus, one of the grandest features of the Queen's visit of 1850 will be done away with. The brethren, however, are to dine at their respective rendezvous on the evening in question.—*Edinburgh News.*

Fire at Gravesend.—A fire broke out at Gravesend on Sunday morning last, which resulted in the destruction of twenty-four houses and property to the value of £60,000. The buildings were almost all shops, and well stocked, and, in fact were the principal houses of business in the town.

It is rumoured, that Lord John Russell will shortly retire from the Ministry, both on account of ill health and his gradual loss of the confidence of his party. It appears to be even doubtful whether Lord John would again stand for London, in the event of a new election, but would likely fall back on Tavistock, under the interest of his brother, the Duke of Bedford

The will of the late Sir Robert Peel was proved on Saturday, and probate passed for assets under £500,000.

Her Majesty has consented to a grant of retrospective medals for campaigns and actions fought by the British Indian armies.

The Lords of the Admiralty have issued orders suspending all work on iron steamers until further instructions from their lordships.

Lord Dudley Stewart has given notice of motion for next session to abolish the custom of directing strangers to withdraw from the House of Commons during divisions.

Sir George Anderson is appointed Governor of Ceylon, and is to be succeeded in the government [illegible] by Mr. Higginson, now Gov- [illegible]

The Hon. Chas. Ewan Law, Recorder of the [illegible] at an annual cost of £1400, and the refuse brings in £2000 a-year. In Perth the scavenging costs £1300 per ann., and the manure sells for £1730.

Liebig, the German chemist, is about to visit the United States, for the purpose of delivering lectures.

Jenny Lind was giving concerts to crowded audiences at Liverpool, and was to have sailed for New-York in the Atlantic on the 21st inst.

At a concert given at Liverpool, on Friday, by Jenny Lind, the house was crowded to suffocation, and tickets sold at a high rate of premium. She is said to be more beautiful and accomplished than ever.

The Atlantic being too full of passengers to accommodate her full suite to New-York, part of them are passengers by the America.

The British Association brought its annual congress to a close on the 9th inst. The president in adjourning the association, declared that the next meeting would be held in Ipswich, in 1851.

France.—The President started on his tour on Monday. He was to go to Dijon and Lyons; and so far, in his progress, he had every where been received with rejoicings and popular acclamations. The President is attended by a numerous suite. There have been some democratic and Socialist demonstrations, but on the whole, he was well received.

The commerce of Paris continues to progress favourably. The manufacturers have a sufficient number of orders on their books to occupy all their hands, whilst some branches find a difficulty in procuring operatives to supply the demand. The manufacturers of the objects of luxury have received an immense number of orders from Spain since the change of tariff in that country, by which the prohibitive system has been abandoned, and a fixed duty imposed. The number of handsome carriages now building in Paris for Spanish noblemen and the quantity of expensive furniture now being prepared for the same destination, is almost incredible.

Denmark and the Duchies.—The armies in the Duchies are once more breaking ground. The Danes, on the 8th, advanced as if to make a *reconnoissance* of the whole line of the outposts of the Holsteiners, and a smart partial engagement ensued, which, as the Danes retired without accomplishing any object, has been claimed as a victory by the Holsteiners.

Rendsburg has been the seat of a frightful calamity worse than a battle itself. The magazine of gunpowder, situated on a little island formed by two arms of the Eyder, called the Laboratory, has blown up, and destroyed more than a hundred lives, filling the whole town with sorrow and mourning. General Willisen declares in a proclamation that the destruction of gunpowder has not crippled his resources; but, however that may be, the blow to the cause has been severe. The Danes now occupy Husum, Sonningen, and the surrounding country. They are throwing up intrenchments near Friedrichstadt, and the latest accounts intimated they were proceeding to make another *reconnoissance* in an easterly direction towards Darmstedt, and the Holstein general was anxiously watching their movements. We are now prepared to hear every moment of another serious engagement, and all the vague rumours of diplomatic intervention by England and Russia have as yet led to no results. Nothing now seems likely to put a stop to the war except a combined European force, supported by an adequate fleet at sea, and the great powers are slow in carrying out their intentions.

From the *Hamburgh Borsenhalle* of the 13th instant, we extract the following: "It is reported that there is an attache of the English ambassador at the Danish head quarters at Schleswig, for the purpose of offering his mediation for the peaceful termination of the war. Others say that he is provided with positive instructions from his government, and has made definite propositions. A Russian diplomatic agent is also said to be there for a similar purpose."

From Copenhagen it is stated the King of Denmark, amid all this broil and trouble, has been pursuing his usual amours and dissipations, and that a denouement has been his clandestine marriage with a lovely and fascinating young dressmaker of that city.

The Emperor of Russia has ordered the formation of five or six lines of road connecting the South of Russia, with Odessa, in order that the immense quantity of corn produced in this fertile and almost virgin soil may be more easily transported for export. "It is to be expected," says a *Russian correspondent, "that in a few years the markets of Europe will be so overflowed with Russian corn, that all competition will be impossible."

Prussia and Austria.—The crisis which has been so long threatening between Prussia and Austria seems now most imminent. It is positively declared that Prussia has intimated to Austria that if she persists in convoking the Diet, and invites Russia to take a part, she will refuse; and if Austria attempts to force the resolutions of such a body on the States of Germany, that Prussia will resist by force of arms. The reply of Prince Schwartzeuburg is expected with great anxiety.

The Roman States.—It is said that the whole of the great powers recommend the Pope to grant a constitution to the States of the Church on the model of that one which Austria has given to the Lombard Venetian Kingdom.

Spain.—The Cortes has been dissolved, and new elections will take place. Lord Howden, the English minister, has been well received by the Queen. Her Majesty has completely recovered, and is riding and driving about as though a dead Prince of Austurias had never troubled her.

Railway.—We see by the Halifax papers that the meeting held there to receive the report of the Delegation, was a most enthusiastic one, every thing appearing to be progressing favorably. The meeting passed resolutions commending the scheme to the people of Nova Scotia, and recommending Halifax as the only suitable place for the terminus. A resolution was also passed, to address the Lieutenant Governor, praying him to recommend the Provincial Parliament to build the entire line through Nova Scotia. In his reply to the petition, His Excellency remarks—

"Be assured that my Government will approach this great question without delay, and with an earnestness commensurate with its deep importance; and that it will afford me very sincere gratification to identify myself with this work, and to become, in any way, personally instrumental in realizing the hopes entertained by the citizens of Halifax."

In the event of Halifax being decided on as the terminus, the meeting was of opinion that the Legislature should be authorized to pass an act taxing the property of the Inhabitants of that city for £5000 annually, the interest on £100,000.

Although we differ in some respects from the views of the Halifax meeting in making it a Government undertaking, as it has generally been found that private companies are much more economically and efficiently managed by the Shareholders and Directors than they could be by Government officials, still we are happy to see that there is every prospect of Nova Scotia doing its part of the work with vigour and alacrity. We may mention, that so far from the same feeling existing here as at Halifax, we hear that some of our capitalists are under the apprehension that Government may have some share in its management, which they would by all means avoid. As far as St. John is concerned appearances are very encouraging at present. But a very few persons have yet been called on, and already the sum of £8,500 has been subscribed by *five* individuals; and it is confidently expected that several of our capitalists will come down very handsomely on the occasion, as there is little doubt that they will be the principal parties benefitted. Generally speaking there is a warm feeling on the subject among all classes, and we may reasonably hope that before three weeks have elapsed, all doubts as to the construction of this great work will have finally passed away.

The following article on Shipping, we take from the *Newcastle Journal* of the 10th August:—

State of Shipping.—The Shipping of the United States appear to be embarking extensively in the Timber Trade between our North American Colonies and this country; and by a late account from Richibucto it appears that forty-two United States Vessels were being loaded there with timber for the United Kingdom. But this is only the beginning. In what will they not embark? In the present feverish state, however, of these Colonies, we attach considerable importance to this circumstance. In Canada there is a numerous party calling for a disseverance from the British connection, and annexation to the Federal Republic. In Nova Scotia and New Brunswick the same feeling, if not so universal, is certainly gaining ground, and in some degree from the same cause—the greater commercial advantages the people expect they would derive as part of the United States. The produce of Canada is excluded from the States by protective duties. It is virtually excluded [illegible] considered the staple trade of New Brunswick; but the people of that Colony find that by the repeal of the Navigation Laws they are likely—indeed, we may say, are certain—to lose this trade. The forty-two American vessels loading at Richibucto displace an equal number of colonial vessels; and it is not extraordinary that the colonists should begin to enquire what benefit they derive from free-trade. The fact is, that under our present commercial system, our own people are taxed for the encouragement and support of the trade of foreigners. Every shilling which is lost to Ireland, through being deprived of the provision trade with the Colonies, has to be paid back to the people of that country, in the shape of alms from the English Exchequer. Every shilling which the English and Irish farmer loses through the free importation of foreign grain and provisions, goes to enrich foreigners and to impoverish our own country. Going from the American Colonies to the north of Europe, we find that the Baltic Ports are crowded with vessels seeking freight—that grain has been carried from Copenhagen to the east coast at 1s. 3d. per quarter, and flax from St Petersburg at 30s. the ton. Of course no person expects that these prices will anything like pay the English Ship-owner; but, what can he do? It is Free trade—it is Competition. As regards the competition in Shipping, it is, in fact, as yet only in its infancy, and particularly with respect to America. The Americans have very naturally commenced with the timber trade. It is the most convenient to them. It is the nearest home. But, if we are not very much mistaken, the greater part of the carrying trade from the East Indies, China, and Australia, will soon be in their hands.

Now we happen to know that the foregoing statements are not altogether correct, as our Shipbuilding trade has not fallen off as yet, it being as brisk this year as it has been for some time past. Our Shipbuilders are now constructing a superior class of vessels, in order that they may obtain freights to the East Indies, Australia, South America, &c.; neither has the repeal of the Navigation Laws injured the general interests of the Province, as far as we can learn. The Lumberer can obtain a much better price for his logs this year, than he could have done during the last two years. With reference to the "*forty-two United States vessels*" loading with timber at Richibucto, we know that it is altogether an erroneous statement. The fact is, that the actual number of *all* the vessels cleared out at Richibucto during the half year ending 5th July, 1850, was just *sixteen*—of which only *two* were foreign—one belonging to the United States, and the other to Norway: and as the report was made by the master of a sailing vessel, he must have left about that date, or even previous to it. This shews how easy erroneous statements find their way into the public papers.

Even at the Port of St. John, up to the 12th July last, there were only nineteen foreign vessels loaded for Great Britain—nine of which number belonged to the United States.

We see it stated in some of the English papers that the Right Hon. Sir Charles Grey, Governor of Jamaica, will succeed Lord Elgin as Governor-General of Canada, and that Lord Harris, Governor of Trinidad, will succeed Sir Charles Grey.

For Port Adelaide.—The barque *Candace*, belonging to Liverpool. Charles Ashley, master, 402 tons, cleared out at the Custom House, on Saturday last, for Port Adelaide, Australia, with a cargo consisting of 225,113 feet Boards, Plank and Scantling; Pickets, Laths, Window Sashes, Whaling Casks and Whaling Gear, Grindstones, Corn Brooms, Buckets, Tubs, Boxes; Wine and Rum—valued in all at £774 sterling. The cargo was shipped by Messrs. Allison & Spurr of this City, to whom we wish every success in the undertaking. We believe this is the first cargo shipped from this port for that place.

Fourth Presbyterian Church. — This beautiful Church, recently erected in Sidney-street for the congregation under the spiritual charge of the Rev. Mr. Thomson, who came here from the Free Church of Scotland, was opened on Sunday last, on which occasion there were three services. The able pastor of the congregation was assisted by the Rev. Mr. Forrester, of Halifax, who preached in the morning and evening—Mr. Thomson preaching in the afternoon. The building is a very handsome edifice, surmounted by an elegant and chaste spire, which, we think, would bear a comparison with any we have in the Province as yet, and the workmanship is very creditable to Mr. Wisdom, the builder. The inside is very plain, but neat, and is seated for a large number of persons. The pulpit is handsomely fitted up. We learn that about £70 was collected on Sunday.

A number of the pews were leased on the following day, when they brought good prices. As the gentleman who officiates in the Church is a most powerful preacher, we have no doubt that he will soon draw a large body of hearers before long.

Episcopal Church at Lower Cove.—We notice that the foundation of a Church has been built at Lower Cove, and that the wooden frame work is about being erected; when the building is completed it will be of a crucifix form. We hear that the cost is expected to amount to about £1200. Although a Church is much wanted in that part of the City, many persons connected with the Establishment are of opinion that the site for the building is too far down, and would have been more serviceable if it had been further up towards Queen's Square. Much good, however, will likely result from the additional accommodation this Church will afford to Episcopalians residing in the lower part of the City, and it is probable, in the course of time, when a suitable provision can be made for another clergyman, that it will lead to a division of the Parish.

Fire.—A destructive fire broke out on Sunday evening last, about nine o'clock, in Mr. Fisher's new Ship, which he was building in his Yard at Lower Cove. Mr. F. had just retired to rest for the night, when he was alarmed by the sentry on the Queen's Wharf, (which is the next one to his own,) calling out to him that his ship was on fire, and on his proceeding immediately to the vessel, he discovered that the fire was in the hold, under the after hatch, where the loose chips and shavings had been gathered together in a heap. Before sufficient water could be procured to extinguish it, the flames rapidly run along the shavings on the bottom of the vessel, and communicated to the planking and frame work, which had been recently varnished. In an incredible short space of time, the whole vessel was in a blaze—the flames bursting through the deck and sides of this noble ship of nearly 800 tons, rendering it a melancholy and terrific sight. This continued for upwards of an hour, when, after the supports had been destroyed, she was observed to rock a little, and then fell over to the south side. The Queen's Warehouse and Wharf received a slight scorching on the one side, and an old condemned brig called the *Joseph Hume*, which has been laying for some time on the other side of Mr. Fisher's Wharf, was very much burnt. No other property was destroyed, but we are sorry to state that while Mr. Fisher's furniture was being conveyed from his house, part of it was stolen. His loss altogether is estimated about £3000. The vessel was not insured, and was sold to parties in Liverpool for £7 10s. stg. per ton, finished. We, along with the community in general, sincerely sympathise with Mr. Fisher on this heart-rending calamity, more particularly as there is little doubt that under all the circumstances of the case, it was the work of some vile incendiary, as a man was seen by the sentry, shortly before the alarm was given, to leave the after part of the vessel, and run along the beach by the end of the wharf, it being low water at the time. Suspicion rests upon a person formerly in the employment of Mr. F., but who had been discharged, subsequent to which he had been heard to use improper language against his former employer.

The wreck is now being cleared away, and Mr. F. intends to go on again. We hope he will soon regain his lost ground.

The fire engines, both civil and military, did their duty well on the occasion.

H. M. Steamer Plumper.—This screw-propelled Steamer, which has been in the Dry Dock for some weeks, repairing the damage she sustained by getting ashore when coming out of Digby Gut, was undocked last Saturday, and proceeded out of the harbour on Sunday. On Tuesday morning she sailed for Grand Manan.

The Plumper has had a thorough repair, both as regards the ship and the engine, including eighty-five feet new keel, new false stern-post and rudder, some planks amidships, &c. The shipwright work was performed by Mr. S. Manaton, of this City, under the direction of the Master Carpenter from the Admiral's ship at Halifax, who was sent round here for the purpose; the repairs of the machinery were made by Mr. Geo. Craig, of the Vulcan Foundry.

Although the Plumper, when in dock, was lying [illegible] from Mr. Fisher's new ship, [illegible] ignited, and sustained considerable damage.

New Vessels.—Towed through the Falls last week by the Steamer "*Transit*" a beautiful new Barque of about 380 Tons, new measurement, called the "*Titania*". She was built from a Baltimore model, by Mr. W. W. Hicks, at the Oromocto, and will stand comparison with any of the best ships out of this port, being constructed entirely of hackmetack, copper fastened, and will prove a fast sailer. She is owned by Messrs. Allison & Spurr, of this City, and was originally intended for the South American trade.

A substantial Brig, built at the Long Reach by Mr. Samuel J. Holder, for Messrs. J. & T. Robinson, and intended for the West India trade, was also towed through the Falls a few days ago. She is named the *Grenada*, and measures 155 tons.

Police Establishment.—Some excitement has recently been created in our City by the arbitrary manner in which two of the Policemen arrested Major Welsford of the 97th Regiment, for furious riding through the streets. After a due trial according to law, at the Police Office, the Major was acquitted, but naturally feeling annoyed and irritated at the unceremonious manner of arrest, he made a complaint before the Grand Jury, who found a bill of indictment against one of the Policemen, who had, however, in the meantime, been dismissed. We hear that it is not intended to push the matter further.

Although it appears from this transaction, that the men belonging to the Police force are not well trained to that *suaviter in modo* that is so essential to men in their position, still some allowance should be made, as the establishment has not been long in operation, and it is at present without a captain, thus devolving on the Magistrate heavy additional duty. Both the Police Magistrate and his men must, however, bear in mind that the citizens will not support such an expensive force if they are to be so roughly handled on the frivolous ground of infringing some trifling by-law. It surely ought to be quite enough, on the commission of some slight offence by any respectable person resident in the City, that the Policemen should merely take the name of the party, and then let him be summoned before the Police Court to answer for himself, instead of dragging him through the streets with a mob after him. The men must be better instructed as to their true position.

Mammoth Squash.—We have to draw the attention of our agricultural friends to a mammoth squash, with which we have been presented by Colonel Evanson of Sussex Vale, where it was grown. It weighs about a quarter of a cwt.! Who says that this is not an agricultural country?

Concert.—We understand that Mr. Chambers, whose advertisement we publish to-day, purposes giving a Concert in this City shortly. We think this would be highly pleasing to the lovers of music in this City, as his performances have been commended as very superior by gentlemen of taste, who have witnessed his exhibitions in other places.

☞ The *Maid of Erin* now leaves for Digby and Annapolis, at *ten* o'clock on Wednesday mornings, instead of twelve, as formerly.

☞ *Pleasure Trip to Boston.*—See advertisement of steamer *Commodore*, in another column.

Professor Webster Hanged!—We learn by a Telegraphic communication, received at the News Room yesterday, that the last dread sentence of the law was carried into execution upon this unfortunate man at twenty minutes before ten o'clock yesterday morning in the Jail yard at Boston.

The Steamer Atlantic!—Capt. Meagher, of the Brigt. Halifax, arrived at Halifax on Thursday, reports that on Wednesday night, at half-past nine o'clock, when off that harbour, he saw a large Steamer, shewing a bright light, standing in from the Eastward. She crossed the mouth of the harbour to the northward of Halifax, took a sheer by the Sisters, and stood west past Sambro.

This Steamer is supposed to be the *Atlantic*, then less than seven days and a half from Liverpool. If so, she would probably reach New York last night—performing the passage from Liverpool in *nine days and a half!*—which would eclipse the Cunard Steamers so far.

PROVINCIAL APPOINTMENTS.

Joshua Alexandre, John Chalmers, James Young, William Wilson, and James Wilson (Miscou,) Esquires, to be Justice of the Peace in the County of Gloucester.

James Young, Esquire, to be a Commissioner for the solemnization of Marriage in the County of Gloucester.

John Harding, Esquire, to be a Coroner in the County of Gloucester.

Francis Ferguson, Esquire, to be Commissioner for the erection of a Bridge over Tattagouche River £160.

Mr. Zachariam Chipman to be an Appraiser of Goods at Saint Stephen, Charlotte, in the room of Mr. James Porter, removed to Calais.

By His Excellency's Command
J. R. PARTELOW.

Secretary's Office, 21st August, 1850.

MILITIA GENERAL ORDER.

Fredericton, 26th August, 1850.

His Excellency the Lieutenant Governor and Commander-in-Chief has been pleased to make the following Promotions, &c.

1st Battalion Saint John County Militia.

Rifle Company, at Carleton.

Lieut. Frederick Coster, Jr., to be Captain, 28th August, 1850.

Thos. S. Fairweather, Gent., to be 1st Lieut., do.
John M'Lauchlan, Gent., to be 2nd Lieut., do.
Charles Ketchum, Gent., to be 2nd Lieut., 29th August, 1850.

By Command. GEO. SHORE, *A. G. M.*

Montreal, Aug. 24.—*Awful Calamity.*—It is our painful duty to record that a most disastrous fire broke out about half-past ten o'clock last night, in some stables at the back of Craig street, completely surrounded with wooden buildings, which in an incredibly short time were in a blaze. The fire communicated first to the broom factory of Mr. Kellech, and the furniture manufactory of Mr. Armstrong; thence it spread to the adjoining buildings, and it soon became evident that a terrific conflagration would take place.

The east side of St. Ubain street, from the part where the fire originated, to Craig street, is entirely destroyed. The wind being southwest drove the flames to St. Charles st., Borromme st., St. Domingoe st., and St. Constant st. House after house caught with marvellous rapidity.

The destruction of property is very great, greater, we learn, than at the Griffintown fire. Vast quantities of furniture have been destroyed in the act of removal, by being deposited in places which were thought secure, but which the fire afterwards reached.

The total number of buildings destroyed was 181. Amount insured, £21,765.

The American Steamship Pacific, Capt. Nye, left New-York last Saturday for Liverpool, with eighty passengers. Among them were Bishop Spencer and Archdeacon Smith, of Jamaica, with their families.

The Arbitrator.—Mr. Webster is said to have selected Louis Napoleon as the arbitrator in the case of the claims of the United States upon the Portuguese Government. The New-York *Evening Post* considers the nomination a most injudicious one, and thinks that the Grand Turk would have been an infinitely better choice.

It is said that Professor Webster made another confession last week, in which he acknowledges that the murder of Dr. Parkman was premeditated. The document is said to be in the hands of the authorities, but was not to be made public until after his death.

The Railroad contemplated from Niagara Falls *via* Hamilton, to Sandwich opposite Detroit, is put under contract and will be commenced forthwith. From the Suspension Bridge at the Falls, to Sandwich, is 240 miles, and with the exception of getting up and down a mountain at Hamilton, the grade of the road is almost a dead level. It is an extraordinary fact, that between Hamilton and Sandwich there is one portion of the road running fifty miles in a straight line. It is expected to make the run from Niagara Falls to Detroit in six hours.

More Convicts from Bermuda.—It appears that 300 convicts in all have received their pardon in Bermuda, and as only ten have arrived, the remainder may be daily expected. It is stated that they have the option of going to the West Indies or the United States; but of course they will prefere coming here.—*New York Herald, 23d.*

Mr. William Barker, (who has lately been collecting for them in York County,) to collect their outstanding debts in other parts of the Country, have to apprise their Subscribers, and others indebted to them, that he will proceed in a few days on a mission through King's County, Albert County, Westmorland, and Northumberland; and they trust, that as they have always acted leniently towards their Patrons in the Country, and elsewhere, those now waited upon will be prepared to settle their accounts on presentation, as the circumstances under which the present call is made, and the authority with which Mr. Barker is invested in the matter, render a prompt compliance absolutely necessary.

☞ It is also expected that Parties in the City and vicinity, who are in arrears for Newspapers, Advertising, &c., will make payment of their several balances at an early day, as a change in the *long credit system* upon which they have hitherto conducted their business is seriously contemplated.

Courier Office, St. John, 24th August, 1850. H. CHUBB & CO.

MARRIED.

On Thursday evening, 29th inst., by the Rev. A. Stewart, Mr. James S. Hall, to Miss Ann M. De Forest, both of this City.

On the 16th instant, by the Rev. John Thomson, Mr. Andrew Jackson, to Miss Agnes Smith, both of St. John.

On the 20th inst., by the same, Mr. Francis Wallace, to Miss Isabella Woods, both of Portland.

On Tuesday, the 27th instant, at the house of the Bride's Father, by the Rev. Wm. Walker, A. B., Mr. Edward Thomson, of St. John, to Miss Hannah B., fourth daughter of Mr. John Wright, of Lakefield, Parish of Hampton.

At Saint Martin's Church, Shediac, on Tuesday, the 13th instant, by the Rev. Geo. S. Jarvis, D. D., Mr. Anthony S. Armour, to Miss Jane Lowerby, all of Shediac.

At the Cathedral, Cincinnati, Ohio, on the 12th inst., by the Very Rev. W. Collins, V. G., Mr. John Wallace, to Jane, youngest daughter of the late Peter McNamara, Merchant, of St. John, New-Brunswick.

DIED.

On Monday evening, Alfred, son of Mr. E. J. Barteaux, aged two months.

On Tuesday morning, Thomas Henry, infant son of Mr. T. W. Daniel, Merchant of this City, aged eight months.

On Wednesday morning, after a lingering illness, Mrs. Louisa Christie, wife of Mr. Alexander Christie, in the 28th year of her age.

On Wednesday night, Daniel Earl, only son of Mr. William Smith, aged four months.

On Friday afternoon, after a lingering illness, Mary, only daughter of Mr. John Finn, aged 18 years.—Funeral on Sunday at four o'clock, P. M., from her father's residence, Leinster Street, when friends and acquaintances are respectfully invited to attend.

At Carleton, on the 24th instant, Mr. Abner Hampton, aged 23 years: he was much beloved and respected by all who knew him.

At Hampton, K. C., on the 23d instant, Mr. Charles Robertson, in the 80th year of his age, a native of Dowally, Perthshire, Scotland.

At Goshen, County of Albert, on the 13th ult. of consumption, Miss Ann Stevens, in the 22d year of her age.

At Charlotte Town, Prince Edward Island, on the 17th instant, Mary, wife of the Honorable Ambrose Lane, and daughter of C. Douglass Smith, Esquire, formerly Lieutenant Governor of that Island.

At his residence, in Newark, (New Jersey) on Sunday morning last, after a short illness, William H. Mott, Esquire, aged 42 years, son of the late Jacob S. Mott, Esquire, formerly King's Printer in this Province; leaving an afflicted widow and family, to mourn their sudden bereavement. Mr. Mott was a native of this City, and at the time of his decease was Cashier of the Newark State Bank, and Treasurer of the Newark Savings' Bank. His remains were brought to New-York on Tuesday morning, and deposited in the family vault, at St. Luke's Church.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Sunday—Ship Virginia, Burgess, New-York, 6 days—Wm. Carvill, ballast.
Herald, Auld, New-York—John Walker, ballast.
Brig Competitor, Goudie, Boston, 3—Charles McLauchlan, ballast.
Steamer Commodore, Browne, Portland—J. Whitney, passengers, &c.
Monday—New Brig Crescent, Jones, Dorchester—G & J. Salter, deals—(Bound to Liverpool.)
Schr. Kosciusko, Hierup, Boston, 7—Geo. Eaton, assorted cargo.
Tuesday—Brig Anemone, Bulls, New-York, 4—to order, ballast.
Brigt. Juverna, Henceberry, New-York, 6—T. McCarthy, flour, &c.
Steamer Maid of Erin, Belyea, Eastport—Thos. Parks, passengers and merchandise.
Wednesday—Ship Belmont, Grant, New-York, 4—S. Wiggins & Son, coals.
Brig Charles McLauchlan, Cain, Boston, 2—Chas. McLauchlan, pitch pine timber.
Adeline Cann, Cann, Boston, 2—Chas. McLauchlan, ballast.
Herbert, Herbert, New-York, 7—order, ballast.
Brigt. Orwell Lass, Yorke, New-York, 5—Thos. Yorke, ballast.
Schr. Cuba, Kavanagh, Boston, 3—Master, sugar, &c.
Harp, McKenzie, Portland, 4—R. Rankin & Co. sugar.
Thursday—Brig Iola, Smith, Trinidade, 23—Crane & Co., molasses.
Schr. Daring, Petch, New-York, 8—Morrisey & Shives, flour &c.
Schr. Hero, Eaton, Searsport, 2—Geo. Eaton, ballast.
Mercator, Leland, Lynn, 3—Geo. Eaton, ballast.
Steamer Commodore, Browne, Portland—James Whitney, passengers, &c.
Friday—Barque Sophia, Paschal, London, 46—John Robertson, ballast.
Bangor, Putnam, Searsport, 2—G. Eaton, ballast.
Schr. Clarissa, Griffin, Searsport, 2—G. Eaton, ballast.
Steamer Maid of Erin, Belyea, Eastport—Thos. Parks, passengers and merchandise.

COASTWISE.

Sunday—Schr. Caroline, Hurst, Wilmot, butter, &c.
Margaret, Brown, Cornwallis, apples, oats and butter.
Monday—Steamer Fairy Queen, Leavitt, Annapolis and Digby, passengers, &c.
Wednesday—Schr. Henrietta, Gove, Parrsboro, boards.
Albert, Lettenay, Annapolis, ballast.
Ann, Denten, Westport, fish and oil.
Steamer Fairy Queen, Leavitt, Windsor, passengers.
Thursday—Hero, Eaton, Searsport, Eaton, ballast.
Digby Packet, Turnbull, Digby, oil and fish.
Post Boy, Smith, Yarmouth, eggs.
Patriarch, Sulis, Digby, cattle and sheep.
Telegraph, Neville, Annapolis, ballast.
Steamer Maid of Erin, Belyea, Annapolis and Digby, passengers, &c.
Saturday—Steamer Commodore, Browne, Windsor, passengers.

ENTERED FOR LOADING.

Aug. 23—H. H. Boody, Alexander, Liverpool.
27—Jessie, Isbister, Liverpool.
28—Virginia, Burgess, Kingstown.
D'Arcy, James, Dundalk.
29—Herald, Auld, Port Glasgow.
Orwell Lass, Yorke, Galway.
Joanna, Riddock, Leith.
30—John Grey, Wright, London.
Herbert, Herbert, Cork.
Anemone, Bull, Cork.

CLEARED.

Aug. 24th—Ship Speed, Grundell, Liverpool, timber, deals, &c.—S. Wiggins & Son; Statesman, Stimpson, Cork, deals and sleepers—John Robertson; Barque Candace, Ashby, Port Adelaide, boards, plank, pickets, window sashes, whale gear, &c.—Allison & Spurr; Margaret Walker, Aymers, Liverpool, deals and black lead—John Robertson; Brig Washburn, Allee, London, deals, pickets, &c.—T. S. Millidge; Emma, Arkley, Berwick-on-Tweed, timber and deals—John Robertson; Francisco, Smith, Philadelphia, boards, pickets, black lead, &c.—John Robertson; Brigt. Victoria, Grundy, Liverpool, deals and scantling—Lunt & Pickup; Schr. Eliza Ann, Walls, Eastport, boards and plank—Master.

26th—Barque Eliza, Durkee, Port Glasgow, timber, deals, &c.—R. Rankin & Co.; Argyle, Fletcher, Port Glasgow, timber, deals, &c.—R. Rankin & Co.; Schr. Josephite, Langlois, Quebec, ballast—Master.

27th—Barque Messenger, Miller, Liverpool, deals, sleepers, and old metal—T. E. Millidge and Allison & Spurr; Brig James Reddin, Allan, Beaumaris, timber and deals—R. Rankin & Co.; Schr. Captain, Murray, Eastport, salt—L. H. Waterhouse; Brunswick Lion, Caffrey, Lubec, laths and firewood—Master; Three Sisters, Whelpley, Boston, pig iron, plumbago, &c.—Wm. Carvill and others; Hero, Andrews, Boston, wood—Geo. Eaton; Mary Ann, Glawson, Halifax, ballast—Master.

28th—Ship Reuben, Pickance, Liverpool, timber and deals—N. S. Demill; Florence, Halcrow, Liverpool, timber and deals—G. & J. Salter; Thomas Thompson, Whittycombe, Liverpool, timber and deals—G. & J. Salter; Blanche, Drake, Liverpool, timber and deals—Gilbert & Co.; Barque Creole, Watt, Londonderry, deals—S. Wiggins & Son; Waterhen, Dodd, Deal, timber and deals—S. Wiggins & Son; Brig Crescent, Jones, Liverpool, deals—G. & J. Salter; Brigt. Energy, Fennell, Wexford, deals, &c.—S. Wiggins & Son.

29th—Ship Britannia, Coulthart, Liverpool, timber, deals, scantling, &c.—John Wishart; Catherine, Laverty, Liverpool, timber, deals, boards, &c.—Wm. Carvill; Brigt. British Queen, Brown, St. John's, (N. F.) boards, laths, bricks, &c.—H. B. Crosby.

Aug. 30th—Ship Delta, Doane, Liverpool, timber and deals—S. Wiggins & Son; Olive Branch, Cronk, Liverpool, timber and deals—S. Wiggins & Son; Barque Ernst & Gustave, Sagelkin, Hull, timber and deals—R. Rankin & Co.; Brig Cheshire Witch, Todd, Cork, deals and pickets—John Robertson; Schr. Mary & Susan, Knight, Providence, (U. S.) pine timber, shingles and pickets—Jewitt & Marsh.

31st—Ship Queen Pomare, Wiseman, Liverpool, timber, deals, sleepers, &c.—Wm. Parks & Son; Florentia, Tindall, London, deals—R. Rankin & Co.; Barque Perseverance, Garrison, Liverpool, timber, deals, treenails and staves—N. S. Demill; Brothers, English, Wexford, timber, deals, treenails, laths, &c.—S. Wiggins & Son; Brig Millman, Wheeler, Belfast, timber, deals and palings—Wm. Carvill; Adeline, Cann, Cork, deal ends and laths—John Robertson; Competitor, Goudie, Ayr, timber, deals, palings, &c.—John Robertson; Siloam, Williams, Penarth Roads, timber and deals—S. Wiggins & Son; Austrian Brig Baron Vay, Wallushing, London, timber, deals and pickets—Henry Garbutt; Neapolitan Polacco San Georgia, Romano, London, deal ends, laths and pickets—(loaded at Musquash)—H. Garbett; Schr. Pegasus, Tobins, Liverpool, deals and battens—Jas. Whitney; Vivid, Kelly, Wexford, deals, staves and treenails—S. Wiggins & Son; Mary, Blunt, Gloucester, (U. S.) salt—Geo. Thomas.

Brig Velocity, Scott, from Ardrossan, which had been ashore on Truro Beach, arrived at Boston on Wednesday, making but little water.

Arrived.—At San Francisco, July 15th, ship James Stewart, Kinney, 190 days from St. John.—At Valparaiso, May 15th, barque James, Thain, from St. John, for California.—At St. Catherines, 5th May, ship Java, Coughlan, 60 days from St. John, for California.—At Philadelphia, Aug. 26th, ship Charlotte, Fievouz, Liverpool.—At Boston, 27th, ship Consul, Smith, Cadiz.—At Bristol, 27th, brig Galena, Richards, St. John.—At Providence, 22d, schr. Western, Bissett, St John.—At Sag Harbour, 21st, schr. Natal, Roberts, do.—At Quebec, 25th, brig Standard, Crosby, Cardiff.—At Halifax, 22d, schr. Charles, Whipple, do.; 25th, brigt. St. Croix, Bernier, do.; 27th, Fashion, Stewart, Labrador.

Cleared.—At San Francisco, July 15th, brigt. Ellis, Califf, for Sydney and a port in New South Wales.—At Pensacola, Aug. 17th, barque Snowdon, Skerne, Barcelona.—At Fredericksburg, 18th, schr. Relief, Johnson, St. John.—At Philadelphia, 24th, brigt. Gem, McCready, do.—At New York, 22d, brig Caroline Alice, and schr. Albert, Elder, do.; 23d, brig Ellen, Naggs, do.; 27th, barque Charles Walton, Baker, Shediac; Sisters, Marshall, and brigt. Jane Allison, Wood, St. John.—At Boston, 26th, schr. Harmonia, Maloney, St. John.

Sailed from Quebec, Aug. 22d, ship Pilgrim, Richard[illegible] at Leith; 9th—Perseverance, and Eliza, at Grimsby; 10th—Agnes Swift, and Sarah at do.; Janet, at Sunderland; Amidas, at Liverpool; Oregon, in the Clyde; 11th—Champion, at Lynn; Alarm, at Dundalk; Acsah, Ross, and Robinson, at Hull; 13th—Letitia, at Lynn; 14th—Hannah, at Liverpool; Hyndeford, in the Clyde; 15th—Buena Vista, at Greenock; 17th—Belooche, at Liverpool.

Ship Coronation was reported going into Liverpool on the 17th, as the Steamer America was coming out.

Arrived at Bristol, Aug. 15th—Ship Favourite, Pickance, Quebec.—At Liverpool, 11th, The Duke, Welch, Quebec.

Sailed from Queenstown, Aug. 10th, Susan, for St. John; 13th, Pero, and Pallas, do.—From Londonderry, 10th, British Queen, do.—From Deal, 12th, Royal Mint, do.—From Liverpool, 13th, Cluny, do.; David, Frost, Quebec.—From Helveot, 13th, Peruvian, for New-York. Loading at Liverpool, July 17th, Harriot, Thetis, Oriental, Olive, Mary Caroline, and John S. DeWolfe, for St. John; at London, Faside, and Lisbon, do.; in the Clyde, Aurora, Edward, and Admiral, do.

THE Respective Officers of the Ordnance beg to return their thanks to the Citizens of Saint John in general, and to the Officers and Men attached to Engine Companies Nos. 3 and 4, in particular, for their prompt and effectual assistance, in conjunction with the Troops, in protecting the Queen's Store and Wharf, during the fire which occurred at Mr Fisher's Ship Yard on Sunday night.

Ordnance Office, St. John, 26th Aug. 1850.

A CARD.

MR. FISHER takes this opportunity of returning his sincere thanks for the assistance rendered, and the good feeling shewn to him, in the disastrous fire, on the night of the 25th, by the Military stationed in Garrison, and the respective Fire Companies of our City, and also to his fellow Citizens, who not only rendered personal assistance, but universal sympathy.

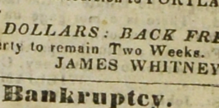
August 31, 1850.

Saint Patrick's Society.

A QUARTERLY MEETING of the Saint Patrick's Society will be held at their Room, in the St. John Hotel, on Monday evening next, the 2d September, at eight o'clock.

By order of the President.
Aug. 31. WM. PATTON, Secretary.

PLEASURE TRIP TO



PORTLAND & BOSTON.

THE Steamer COMMODORE, Captain Browne, will leave South Market Wharf, on MONDAY, the 9th of September, at 8 o'clock, on a Pleasure Excursion to PORTLAND and BOSTON.

FARE—SIX DOLLARS: BACK FREE, with liberty to remain Two Weeks.

August 31. JAMES WHITNEY.

In Bankruptcy.

In the matter of James Robertson, of the City of Saint John, Merchant, against whom a Fiat in Bankruptcy was issued on the fourth day of April 1841.

I HEREBY give notice that the Creditors who have proved their debts under the above estate, may receive a Dividend of Nine Pence in the Pound, upon application at my Office on Tuesday next, the 3d September, or any subsequent Tuesday, between the hours of eleven and one o'clock. The Notes, Bills, and Securities (if any) exhibited at the time of proof, must be produced to me before the Dividend can be paid.

Aug. 31, 1850. D. JORDAN, *Provisional Assignee.*

Pencil Case Found.

FOUND, a PENCIL CASE, which the owner can have by describing, and paying for this Advertisement. Aug. 31.

SHEDIAC GRINDSTONE MANUFACTURING and MINING COMPANY.

PUBLIC NOTICE is hereby given, that the first Meeting of the Members of the above Company, will be holden at the Shediac Hotel in Shediac, in this Province, on WEDNESDAY, the fourth day of September next, at noon, in order to organize the said Company, and for the purpose of establishing Bye-laws, choosing Directors and such other Officers as may be necessary, pursuant to the Act of Incorporation in such case made and provided.—Dated Dorchester, in the Province of New-Brunswick, July 25th, A. D. 1850.

R. K. GILBERT.