The Courier.

SATURDAY, SEPTEMBER 14, 1850.

MR. LABOUCHERE'S MERCANTILE BILL.

This Bill, relative to the fate of which so much doubt existed during last session of the Imperial Parliament, was finally passed, and has now become the law of the Country; and as we are of opinion that it will entail on the Shipping interest a great additional amount of expense, as well as a large amount of trouble, we give to-day some account of its operations. Of course it is a question as yet undecided, whether the trouble and expense thus entailed on the mercantile marine, will not be counterbalanced by the amount of benefit contemplated by the originators of the scheme. One thing, however, appears to be certain, that in carrying out the provisions of this Act, the machinery of which must be very intricate, the Government will have a great deal of additional patronage placed in their hands, in order to fill up the numerous offices indicated in the Bill; and as the certificates of character and service required by masters and mates, the engaging and discharging of crews for ships, &c., all require to be paid for, in order to keep up such extensive machinery, the various parties interested will all have to pay towards the expense of working it. As the Act in question does not apply to Colonial ships when trading to or from the Colony to which they belong, our vessels trading between Great Britain and New-Brunswick will not be affected by it; but as most of the large vessels belonging to this Port have for some years back been gradually becoming of a superior description, and consequently securing employment in other trades, they will therefore come under its operation when they are not bound direct for this country. Many of the difficulties hitherto experienced by vessels, (not belonging to New-Brunswick,) in preventing their seamen from deserting at this port, or obtaining a release from their agreement on some frivolous pretext, that the articles were not properly filed up, will now be obviated, as the agreements must now be made out and signed in the presence of the Government Shipping Master in Great Britain, who must attest the signatures. Neither can seamen who are engaged for any time or voyage terminating in the United Kingdom, sue for wages in any Court or before any Justice abroad, unless he is properly discharged at the Custom House, with the written consent of the Master, or proves such ill usage that he is under fear of his life; the remedy will be on his return to the United Kingdom. These alterations in the law will prevent many of the loud complaints made by Masters of vessels against the system of justice practiced at this port, with reference to trifling informalities in their articles. Another very wholesome provision is contained in this Act, which will tend in some degree to prevent desertion. Any seaman sailing under a false name, or making a false statement as to the last ship he served in, will forfeit a sum not exceeding £5. We feel confident that *Jack* will find it much more difficult now to desert from his vessel and receive high wages in these North American Ports, than he did when under the old system.

The Act is composed of 125 Sections, which may be divided into twenty-one general subjects or heads.

The 1st Section names the Bill as "*The Mercantile Marine Act*, 1850."

The 2d and 3d Sections lay down the meanings of certain words and expressions which are used throughout the Act.

The 4th Section defines the extent of the operation of the Act and the ships to which it applies. From this section it appears that all British registered vessels, (except fishing vessels, yachts, &c.) as well as British Colonial registered vessels, trading between any place in the United Kingdom and any other place not in the Colony in which such ships are registered, come under the operation of this Act.

The 5th Section defines the time when the different parts of the Act are to go into operation, viz: the machinery—such as the appointment of new officers of the Board of Trade, their powers, Local Marine Boards, Shipping Offices, Examinations for Masters and Mates, &c., come into operation immediately. The compulsory production of certificates of masters and mates, agreements, advances of wages, health on board ship, desertion, discipline, log books, payment of wages, and discharge of seamen, take effect on the 1st January next, or as soon after as the vessels arrive in the United Kingdom.

Sections 6 to 23, authorise the Board of Trade to undertake the general superintendence of this Act and its execution—direct the constitution of Local Marine Boards at certain Ports in the United Kingdom, where there is a tonnage of Foreign-going ships of thirty thousand tons or upwards—defines their constitutions and functions, &c.—how the members of such Boards are to be elected, and their qualifications, and who has the right to vote for them—authorises the Board of Trade to appoint two persons to assist such Board, at a salary not to exceed £600 each, as also officers and clerks at such salaries as may be deemed necessary. The requisite forms to be drawn up and issued by the Board of Trade: any person buying, selling or using forms not sanctioned, liable to a penalty of £10.

Sections 24 to 31, relate to the examination of masters and mates, as to their conduct and qualifications, with a view to improve the condition of those who may be able to give satisfactory evidence of their sobriety, experience, ability and general good conduct on shipboard, and will likely have a very important bearing on the character of officers belonging to our merchant service. The examination will be conducted by an examiner appointed by the Board of Trade, assisted by any members of the Local Marine Board. The fee for a master's certificate will be £2, and for a mate's, £1. There will be two kinds of certificates, viz.: *of competency* and *of service*. The latter description ...ill be granted free to any person who ...that he has served in the capacity for ...e applies for a certificate previous to 1st ..., 1851. Deserving persons who have ... certificates of service, may afterwards ...rtificates of competency, without ex-...

...er or Mate may be deprived of his ... whether of competency or service, ...nour, or if found on investigation ... on account of habitual drunk-... habits, or other unfitness. ...will be allowed to clear ... the 1st January ... second ... be, ...

down, to be a discharge of wages. Seaman to sign or set his mark to a receipt endorsed on the note, shewing the sum actually paid to him, should he discount it. Stipulations for allotments during the voyage to be inserted in the agreement.

Sections 63 to 69 relate to certain means to be adopted for preserving the health of the crew during the voyage. The place occupied by seamen and apprentices, and appropriated to their use, must be securely constructed and well ventilated, with a space of not less than nine superficial feet for every adult, measured on the deck or floor, kept free from stores or goods of any kind, except their own personal property. In the case of ships bound to British North America, the Board may dispense with lime or lemon juice, sugar and vinegar, and impose any conditions it may think fit. Drugs, &c., to be inspected in United Kingdom. Any person selling or supplying bad drugs for the use of any ship, liable to a penalty not exceeding £20. Master must keep weights and measures on board, to be used whenever any dispute arises as to quantity. Penaltes for want of them, as also for want of proper space, &c., not to exceed £10.

Sections 70 to 76, contain a number of provisions for checking desertion. Deserters may be taken before a proper Court or Justice, and, on conviction, imprisoned, not to exceed twelve weeks, with or without hard labour. Master or owner may give deserters in charge, for the purpose of carrying them before a Justice, without warrant, the party, however, doing so on improper or insufficient grounds, liable to a penalty. In the United Kingdom and the British Colonies, the local authorities are directed to give their assistance, if required, to apprehend a deserter and convey him before a Court or Justice, or if there is none, to convey him at once on board. Seamen shipping under a false name, or making a false statement of the name of their last ship, forfeit a sum out of their wages, not exceeding £5, to be paid to the Board of Trade; the said Board may dispense, by regulations duly published, with the necessity of obtaining the sanction of the Chief Officer of Customs, or other authority, for the discharge of seamen in Her Majesty's Possessions abroad.

Sections 77 to 81, lay down rules how discipline is to be maintained on the voyage. Any master, mate or seaman, who by wilful breach or neglect of duty, or by reason of drunkenness, does anything tending to the immediate loss or damage to the ship, or tending to endanger the life or limb of any person on board such ship, shall be deemed guilty of a misdemeanour, and if a master or mate, he would consequently lose his certificate. Any seaman or apprentice wilfully damaging the ship, her stores or cargo, or embezzling the stores or cargo, assaulting the master or mate, disobeying lawful orders, persisting in neglect of duty, combining with others of the crew to disobey orders or impede the navigation of the vessel, may be summarily punished by imprisonment, with or without hard labour, not to exceed twelve weeks on the arrival of the vessel at any port where there is a competent Court or a Justice. Fines for misconduct of seamen to be paid by the master to the Official Shipping Master, on the dischage of the crew in the United Kingdom. Such fine to be deducted from the wages of the offender. Penalty on master for neglect or refusal so to do. The Court or Justice hearing any case where imprisonment is necessary, may also order disposal of wages accruing due in the meantime, if thought fit. No allowance to be made for reduced quantity of provisions furnished during confinement for misconduct at sea or on shore.

Sections 82 to 84, provide how Naval Courts may be constituted for hearing complaints on the high seas and abroad, and regulate their mode of procedure.

Sections 85 to 93, relate to Log Books, and require that official Log Books must be invariably employed and properly kept after the 1st of January next. The Official Log and the ordinary ships Log may be either united or kept separate, at the option of the master or owner. Everything relating to punishment or fines enforced or intended to be enforced, must be entered in the Official Log Book, and in the case of punishments actually inflicted, such entry must be attested by the mate or next highest officer. Also an entry to be made as to the conduct and character of the crew, by the master, or else he may state that he declines giving an opinion thereon. An entry to be made in the Official Log Book of the illness, injury and death of any seaman or apprentice, as also of any one ceasing to be a member of the crew otherwise than by death. No vessel to be cleared Inwards in the United Kingdom until the Official Log Book of the voyage has been delivered to the Shipping Master or Officer of Customs. Any ship transferred, so as no longer to be within the operation of the act, the master or transferor thereof must deliver or transmit to the Shipping Master or Officer of Customs at the port to which she formerly belonged, the Official Log Book, made up to the time of the transfer. In the case of the ship being lost, the Log Book, if practicable, also to be transmitted. Shipping Master must re-deliver Log Book, if so required. Penalties for a breach of the foregoing rules range from £5 to £50.

Sections 94 to 101, relate to the payment of wages and the discharge of crews. Unless a seaman proves such ill usage on the part of the Master, or by his authority, so as to warrant reasonable apprehension of danger to his life, he is not entitled to sue for wages abroad, unless discharged by the proper authority and with the written consent of the master—the remedy to be on his return to the United Kingdom. When a seaman is discharged, the master to deliver to him an account of his wages with deductions, the wages to be paid, as also the seaman to be discharged in the presence of the Official Shipping Master, who may decide questions which parties refer to him in writing. The Master or Owner and the seamen to sign a mutual release of all claims in respect of the past voyage, in the presence of the Shipping Master, who will sign and attest it. Every master on discharging seamen before a Shipping Master, shall make a report of the character and conduct, &c. of such persons, or state that he declines giving an opinion: the character to be transmitted to the Registrar of Seamen,—the seamen may receive a copy of it. Shipping Master empowered to examine the Master or any of the crew, as also any papers relating to the ship. Penalties for a breach of the foregoing rules range from £10 to £50.

Sections 102 to 106, relate to powers of investigation and are not of much general interest.

Sections 107 to 114, relate to the procedure to be adopted in prosecuting for misdemeanors, and how penalties are to be recovered and applied. Proceedings not void on account of informality.

Section 115 provides that depositions taken before Consuls abroad to be received as evidence, ...en witness cannot attend.

...ions 116 to 118, have reference to the ap-... of monies received by any officers under ...ho is required to account for the same ... Trade, who may therefrom pay ... &c.

...22, relate to the East Indies ...governments of which may ... any of the duties and ... committed to public ... to recover penalties. ...pplying or adopting ...s act to their own ...ced throughout the ... or Colonial acts ... require the same

... person secreting ...e consent of the ...alty not exceeding ...eeding four weeks. ...ain powers granted ...m to grant sites, &c.

...hat this act may be ...ng the present session

...ident that if the provisions ...tly carried out, the character ...Merchant Service will be much ... consequently will have a benefi-... on Marine Insurance Offices. Sea-... find it much more difficult to desert in ...Colonies, for the purpose of securing high wages, with impunity, and new ships fitting out at Colonial ports will find it much more difficult to procure men for the voyage home.

His Excellency the Lieut. Governor, accompanied by Lieut. Colonel Hayne, A. D. C., left this City in the '*Maid of Erin*' on Tuesday ...st, on his way to Toronto, by way of Boston. ...he Hon. L. A. Wilmot, Attorney General ...as left Fredericton also for Toronto, there to meet His Excellency the Governor General. Mr. Wilmot proceeded to Canada, by the upper St. John, and Lake Temiscouata, with the expectation of meeting some of the gentlemen connected with the Canada Board of Works at the head of that Lake, who are engaged in examining the country there with respect to the proposed canal to the St. Lawrence, by the Trois Pistoles River.

No official announcement has been made as to the object of this visit of His Excellency and the Attorney General to Canada, but we presume, that various important questions will be discussed, especially those relating to a federal union of these Colonies—reciprocal free trade with the United States—the unsettled boundary between this Province and Canada—the Temiscouata Canal—and last, not least, the European and North American Railway.

Lady Head, accompanied by Lieut. Col. Drury, A. D. C. and Miss Drury, left this City for the United States yesterday morning, and will join His Excellency probably at Niagara Falls.

THE ENGLISH MAILS.—The announcement made by telegraph on Tuesday evening, that in future the British Mail Steamers bound to New York, would not touch at Halifax, but would run direct from Liverpool to New York, and that the *Asia* would not even touch at Halifax on her return from New York to England, created considerable surprise and not a little grumbling in this community. We learn, however, that although such a change is in contemplation, it will not take place immediately. Circulars, we believe, have been received by the Post Office Officials in the Provinces on the subject, and as the change (under the agreement with the Mail Contractors) rests with the Commissioners executing the office of Lord High Admiral, or the Postmaster General, we trust such representations will be made, as will prevent the contemplated change from being carried into effect.—The Halifax *Chronicle*, in noticing the rumour, remarks—"We very much question the prudence of the step at the present juncture in the affairs of British North America. It is from a repetition of acts such as these that England may possibly be called upon to mourn the loss of her fair domains in the Western World."

THE RAILWAY.—We refer our readers to the notice for a Meeting of the Shareholders of the European and North American Railway, on Monday at three o'clock, for the appointment of a Committee to solicit subscriptions. We understand that the amount subscribed in the City is now over £20,000.

BAY FISHERIES.—Mr. Perley, who has been for several weeks past engaged in inspecting the Fisheries in Charlotte County, returned to Saint John on Tuesday night, and will proceed on Monday with his labours in the upper part of the Bay of Fundy, and on the Nova Scotia shore.

We learn that Mr. Perley met with a very gratifying reception by the people of Grand Manan—the head quarters of the fishermen in the Bay of Fundy—and at the other places which he visited, and that he succeeded in creating a spirit of emulation, which it is hoped will continue to prevail for all time to come. The book of directions, published by the British Fishery Board, and which was re printed here, by order of His Excellency the Lieutenant Governor in Council, for circulation by Mr. Perley on his tour, has been much sought after, and will no doubt prove of essential service in introducing better systems among our fishermen.

We regret to learn that the Herring Fishery at Grand Manan, has thus far been almost a failure this season. But this is not to be wondered at, when the immense quantities of spawn that are annually destroyed by the fishermen themselves is taken into consideration.

Mr. Perley's report will be expected with much interest, as in addition to the amount of information it will contain relative to the Fisheries of the Bay of Fundy, which are but imperfectly known, we shall expect some suggestions for preventing their further decay.

Vice Admiral, the Earl of Dundonald, has officially informed Mr. Perley, that the officers commanding the several vessels of war engaged in protecting the fisheries on the coast of Newfoundland, in the Gulf of St. Lawrence, and the Bay of Fundy, will be called upon to reply to his circular letter, and that their answers will be transmitted to Mr. Perley by his Lordship.

SEVERE GALE.—On Sunday last we were visited by a severe gale of wind, accompanied by heavy rain all day. In the City and its immediate vicinity, we have heard of but little damage having been sustained; but the accounts from Nova Scotia and the sea coast have already brought us intelligence of frightful disasters. A telegraphic despatch was yesterday received from Boston by Messrs. Allison & Spurr, announcing the loss of their new barque *Messenger*, Capt. Miller, which sailed hence for Liverpool on the 4th inst., and was capsized on Sunday—four seamen only, out of a crew of fourteen, having been saved!

From Pictou, we have intelligence, also by telegraph, and through the Halifax *Sun*, of the falling in of an area of some fourteen acres of the roof of the Coal Mines, including a portion of the main road. No lives were lost, and all the horses were got up safely. The buildings are said to be uninjured. The extent of the damage, however, was not exactly known, when the despatch left; but what we do know is of a sufficiently startling character.

By our private accounts from Annapolis and Windsor, we learn that the crops in that section of Nova Scotia are in general very good indeed this season. In some places the hay crop has been rather light. It is supposed that the potatoes will be housed in good condition, although mostly every field along the road appears to be affected, more or less, with what some persons call the blight, but what others think is merely a rust on the stalks and leaves, not extending to the roots; otherwise the crop is considered a good one. The present season has been a very favourable one for fruit, particularly apples, which will be very plentiful this fall. The orchards in the Annapolis valley are literally loaded with fruit, the apple trees growing on the road side presenting a very tempting appearance at the present time to the traveller as he passes through them. The severe storm of last Sunday, which raged with terrific violence, has caused considerable damage among the orchards, not only blowing off the trees large quantities of fruit, but also destroying some of the trees themselves in different places, by tearing them up by the roots, in which position many of them may now be seen. Some trifling damage was also done to a few of the small bridges and to certain parts of the road in low situations,—nothing, however, to interfere with the travelling.

A CASE OF INSANITY CAUSED BY A DISEASE OF THE EYE, CURED BY A SURGICAL OPERATION.

Robert Tweedie aged 23 years, was afflicted for many years with a painful disease in one of his eyes, caused by a severe injury, received in childhood. The disease continuing, produced a change of structure and enlargement of the eye which protruded to a great extent from its socket. The pain and irritation ultimately induced insanity, which was characterised by constant moaning, muttering, sleeplessness, inaction, and disinclination to answer any questions. In this condition he was received into the Provincial Lunatic Asylum, and placed under the care of Dr. Waddell, where he remained for some time, but as his symptoms did not manifest any improvement, a consultation was held respecting the propriety of removing the entire eye, as the only, (and, at best, doubtful) chance of relief. He was accordingly brought over to the city, and placed under the surgical care of Doctor William Bayard, who operated in presence of several professional gentlemen, including the Medical Superintendent of the Asylum. After the eye was removed from the socket, Dr. Bayard discovered a small sac adhering to the case of the tumour, containing a calcareous concretion, which pressed upon the optic nerve, at its exit from the brain; after the operation was completed, the patient was placed in bed: the muttering continued for a few days, but gradually abated: the wound healed favorably, and symptoms of mental improvement became apparent. In the course of a fortnight after this severe and frightful operation, the patient left the city with his father, for the country, where he is now in the enjoyment of health of body and soundness of mind, as will appear from the following extract of a letter from him, dated

"*Kouchibouguac, August 18th*, 1850.

"The eye is perfectly healed"—"with the re-establishment of my health, the use of my intellect and tongue came also, and in such a short time that the case has astonished all to whom it is known, (and that is not a few,) as well as your very grateful and humble servant, "ROBERT TWEEDIE."

"WILLIAM BAYARD, Esquire,
"Surgeon, St. John."

ANOTHER NEW SHIP.—We have to notice to-day one of the finest specimens of naval architecture that has been produced in this Province, which was towed into this port on Wednesday from Quaco, where she was built by the Messrs. Vaughan, by whom she is owned. This fine vessel is of beautiful symmetry, excellent materials and workmanship, and registers 844 tons, and has been named the *John Miller*, in compliment to one of the firm of Messrs. Cannon, Miller & Co. of Liverpool, a leading house in the Timber trade.

Sons of Temperance Demonstration in Fredericton.—A demonstration of the Order is to take place in Fredericton on Thursday next, which is expected to be a grand affair, as members of many of the Divisions of the Sons throughout the Province will be present, with their banners and other regalia. Arrangements have been made with the owners of the steamers *Reindeer* and *St. John* to convey the Sons from this City and neighbourhood to Fredericton and back for 3s. 9d, and Cadets of Temperance *gratis*. The former boat will leave Indian Town on Wednesday morning, and the latter in the evening, returning from Fredericton on Thursday night.

☞ Dr. Jackson's card, in another column, is most opportune, now that daily discoveries in the mineral kingdom are being made in this Province. Dr. J. is favorably known for his scientific knowledge, and has been appealed to as one of the highest authorities in such matters on this Continent.

We would direct attention to the advertisement of the Massachusetts Medical College. The lectures in this institution commence on the first Wednesday in November.

PALMER'S ALMANACK.—We have to thank the publisher of this valuable annual for copies of his work for 1851. The great amount of useful information—commercial, statistical and historical—which his first number contained, must create a great demand for the present issue, which is for sale at the Book Store connected with this office.

CANADA.—We learn by a telegraphic despatch from Montreal, on Saturday last, to the American papers, that Mr. Justice Rolland has resigned office, and that Attorney-General Lafontaine has been appointed his successor—Solicitor-General Drummond succeeded Mr. Lafontaine. The latter appointment is said to be unsatisfactory to the Lower Canadians, who are desirous that Mr. Cartier should have had the office. Mr. Lafontaine's appointment, it is added, will give very general satisfaction.

IMPORTANT FROM THE UNITED STATES.—American papers, which as usual come down to Thursday morning from Boston, brings us the important intelligence of the passing by Congress, of the several bills which created so much excitement at Washington for several months past.

The Senate Bill, for the admission of California into the Union, with her free constitution, and her original boundary lines, as defined by her Legislature, was finally passed in the House of Representatives on Saturday last, by a vote of 150 yeas, to 79 nays.

The Texas boundary bill, with an amendment, providing a territorial government for New Mexico, without the Wilmot proviso, passed the House of Representatives on Friday—yeas, 108, nays, 98.

In the Senate, on the 9th, the Texas Boundary Bill, as amended by the House, was taken up, and Mr. Douglas moved that the Senate concur in the amendment. After an ineffectual attempt to amend, the motion was carried—31 to 10.

A resolution adopted by the House to adjourn on the 30th instant, was concurred in by the Senate.

President Fillmore has signed the Texas boundary bill, and the New Mexico and Utah bills.

On the 11th, on motion by Mr. Davis, of Massachusetts, the bill amendatory of the act of 3d March, 1845, allowing drawback on foreign merchandise exported in the original packages to Chihuahua and Santa Fe, and to the British North American provinces adjoining the United States, was taken up and passed.

The people in Charleston are furious at the passage of the territorial bills. Upon receipt of the news, a public demonstration was got up, and the flag of the union trodden under foot.

The American Steamship *Atlantic* sailed from New-York on Saturday last, for Liverpool, with 110 passengers.

The Steamship City of Glasgow left at the same time for the Clyde, with sixty passengers.

The Steamship Georgia, from New-York on Wednesday, for Chagres, had 265 passengers.

The Steamship America left New-York on Wednesday for Liverpool, *via* Halifax, with sixty passengers, and $209,819 in specie.

The Asia left Halifax at half-past eleven o'clock on Monday morning, and arrived at New-York at eleven on Wednesday—being the quickest run ever made between the two ports.

The Rev. Mr. Mackay, of St. John, N. B. plunged from the wharf at Portland on Tuesday, and saved a child from drowning.—*Boston Post.*

The storm of Sunday was severe in several parts of the United States. At Nantucket several vessels were driven ashore, and numerous chimnies and other erections blown down. The extensive meadows in North Reading, usually dry at this season, were covered to the depth of four or five feet by the rain, to the utter destruction, it is feared, of the hay crop. At Cape Cod much damage was done to the crops, and it is feared to the shipping also. At Richmond, Virginia, the tobacco crop is said to have been ruined by the rain.

TERRIBLE ACCIDENT ON THE WESTERN RAILROAD.—*Three Passengers Killed and a Number Wounded.*—The Springfield Republican of the 10th inst. contains the particulars of a serious disaster on the Western Railroad.

While going at the rate of 26 miles the hour, the forward axle of the second passenger car broke, letting it down upon the track; and in this condition it was dragged along at a rapid rate of speed for at least three hundred yards—the broken axle, truck, &c., breaking through the floor and flying up among the crowded passengers; the car at the same time bounding and grinding along, partly on its remaining wheels and partly on the track and sleepers.

The scene that was witnessed in the cars, among the passengers, it is impossible to describe. All was the most terrible confusion. Scarcely any escaped injury in some degree, and three were killed outright.

The killed were Col. S. G. Mumford, a lawyer of New York City, Miss Roessle of Albany, daughter of the proprietor of the Delavan House; and Mr. Whittemore of Leicester, Mass; James Hagerman was badly injured—one leg broken—and taken away on a litter. Amassa Richardson of North Adams was much hurt by the hand'e of one of the seats being thrust into the fleshy part of his leg. Three ladies were seriously injured, and rendered unable to proceed; but they were well cared for at the place of the accident.

A number of others were injured, but it is hoped, and believed, as yet but slightly. Among these was Mrs. Col. Dwight of Stockbridge.

Col. Mumford, one of those killed, was accompanied by a young daughter, whose bodily injuries were not serious, but whose mental agony at finding her beloved parent and only present friend stricken down in a horrid death who can tell? Her conduct is described as most heart-rending on seeing the mangled and lifeless corpse of her father drawn from the ruins of the car.

When the train was finally stopped, the car to which the accident occurred was almost an entire wreck. The wheels were all tore off, the bottom broken through, and the seats smashed up. The bodies of the killed were mixed up with the wreck, and it was some time before they could be extricated. When they were found they proved to be dreadfully mangled and torn.

The whole scene may be well imagined to be as described—frightful, appalling, terrible! The disfigured bodies of the dead, the groans and cries of the wounded, the shrieks of frightened and bereaved females, the perfect wreck which the car presented, constitute the leading features of a picture, which those who witnessed it can never forget, and which those who were spared its sight may well pray never to have presented to their vision.

THE FLOOD IN PENNSYLVANIA.—*Terrible loss of life.*—At Reading eleven lives were lost, among whom were Mrs. Sands and three children.

The number of buildings destroyed at Reading was 25 brick buildings, 21 frame dwellings, 63 stables, work shop and offices—making a total of one hundred and nine buildings destroyed. The aggregate loss at Reading is estimated at $500,000.

At Tamaqua, up to Wednesday evening thirty six bodies had been recovered, among them the Rev. P. Z. Oberfelt, pastor of the German Lutheran congregation.

At Berwick, Columbia county, twenty one persons lost their lives. Two houses belonging to George Mestler, at Nescopeck Forge, containing about 20 persons, were swept half a mile down the creek; only two men were saved. The houses lodged among some trees and were dashed to pieces.

The recent damages sustained by the railroad and canals in Eastern Pennsylvania, have led to some apprehension in regard to the supply of coal during the coming winter, inasmuch as in that portion of the State are located all the great anthracite coal fields.

The Potato Rot in the United States.—The Worcester (Massachusetts) Spy of the 8th inst. says: "The accounts that reach us from all quarters in relation to the potato crop are of the most melancholy character, indicating that it is more extensively and more generally diseased than for the two last seasons. In some places it will be an entire failure, there not being sound tubers enough left to pay for digging; and in some cases where they appear sound when dug, they will all decay within a few days after. The loss from this cause will be very severe upon the farmers, as a greatly increased amount of ground had been devoted to that culture the present season,, in consequence of the comparative exemption from rot the last."

JENNY LIND.—This famous singer is turning the heads of the Gothamites. In addition to a charge of $3 for a ticket of admission to one of her concerts, the choice of seats has been sold at auction, and brought prices varying from $225 to $4,50. There were 1400 tickets sold on Saturday at the average price of $6,38—the aggregate being $9119,50. The sale was resumed on Monday.

The second and final sale of tickets for the first concert took place on Monday, at Castle Garden, and resulted in the sale of more than 3000 tickets, at a fraction over five dollars a ticket, on the average. The principal buyers were Messrs. Hall & Son and Jolie, the music dealers, whose object of course is to re-sell at an advanced price, to the public.

NEW-YORK MARKETS, Sept. 11.—There is a good demand for Flour at better prices,—sales of 6000 brls. at $4,37½ to $4.50 for common to straight State, and $4,94 to $5,06¼ for pure Genesee. The greater part of the above for export. Wheat is in good demand, but held above the views of buyers. Corn is in demand, at better prices. Pork is in request—sales of 200 brls. at $10,25 and $8,12 to $8,18.

It was reported in Havana that the Queen's Officials have condemned three of the (9) American prisoners who were to be shot, the remaining six were condemned to work in the Chain Gang.

CALIFORNIA.—The Steamer Empire City arrived at New-York, on the 5th inst., from Chagres, and the Cherokee and Georgia, on the 6th, bringing dates from San Francisco to the 1st of August, and coin and gold dust to the amount of about Three Millions of Dollars!

The Steamship Panama, from San Francisco, arrived at Panama on the 21st August, having $2,300,000 dollars in gold dust.

The Panama left San Francisco on the 1st of August, with two hundred and twenty passengers. She stopped at Monterey, Mazatlan, San Blas and Acapulco. At the place last named a few cases of cholera were reported. She remained there two days to take in a supply of coal and water, during which the passengers were permitted to go ashore. She left on the evening of the 14th, and arrived at Panama on the 21st.

On the fourth day out one case of cholera occurred, and up to the morning of the 22d, twenty were buried from the ship, every case proving fatal. Ten died at Panama, five on the road from Panama to Cruces: three at Chagres, and one on board the Empire City, before her departure—the only case on board that steamer. It is estimated by the surviving passengers of the Panama, that fifty of their number are dead.

The news from California is of no special interest. Complaints are made of the failure of large expectations, based upon the growth of new cities upon the Feather, Yuba and Sacramento rivers. Time proves that these streams, in dry weather, cease to be navigable. The cities, therefore, built upon their upper waters, have been deserted. The condition of affairs at the mines is said to be from bad to worse. The miners are up in arms, irritated beyond endurance, and there is a universal sentiment of hatred against foreigners. At the Mormon Gulch, resolutions have been passed to drive all Mexicans from the mines; they have received notice to quit in fifteen days, or they will be expelled by force.

The news from the mines is exceedingly good; the yields of gold are daily increasing as the waters recede. Extensive dams and trenches have been made in several parts, for the purpose of turning the streams. An anticipation, shared in by most of the miners, is, that when the waters subside, there will be found an abundance of dust.

The San Francisco Herald of August 1, says: "The numerous murders that have taken place in the Southern mines, have exasperated the citizens of Tuolumne county to such a degree, that assembled in mass meeting, they have issued peremptory orders to all foreigners to leave the county forthwith. Fifteen days is the limit allowed by this mandate for their preparations to depart. A Committee of citizens have been appointed to determine what foreigners shall be permitted to remain, and all the Americans in the county have been called upon to lend their aid to carry the order into effect. Bands of foreigners are already leaving, and it is highly probable the explusion will take place without any disturbance. Four Mexicans that were found in the act of burning the bodies of two Americans near Sonora, have been acquitted of the charge of murder.

California Market.—The market for the past two weeks has shown an unusual activity, and the state of trade generally is highly gratifying. Large amounts of goods have changed hands at rates favorable to shippers and the closing transactions of the month were on terms calculated to inspire the fullest confidence. The arrivals although large have fallen below the expectations of many, and we are confirmed in the general opinion that the wants of the trade will be barely supplied, and present rates fully sustained.

Building Materials.—Lumber.—The arrivals since our last issue have been comparatively light, being far below the receipts of the previous two weeks. The effect has been to slightly stiffen the market, notwithstanding the immense stock on hand. First quality of tongued and groved boards, and framing timber, are in demand at quoted rates. We note a large arrival of Russian deals, which meet with ready sale at $100 per M. board measure. Bricks have arrived freely, but prices are sustained in consequence of the increased demand. Some considerable quantities are being manufactured at Stockton and Sacramento, and meet with good demand. Cement in good demand, at $6; at which rate some 800 bbls have been sold afloat. Marble and granite blocks continue in demand; a lot from Peru brought a high figure.

The most gratifying activity prevails in this city at present. New buildings, mostly of brick are going up in every quarter and the most extensive arrangements are being made for the fall trade. It is expected that a very large amount of business will be transacted during the coming season, and the preparations for it are on a scale proportionate to its anticipated extent."

THE ENGLISH MAIL.

The Steamer *Asia* was off Halifax on Sunday evening last—then a little over eight days from Liverpool—but owing to the storm she did not get in until Monday morning at ten o'clock. She had no less than 170 passengers—among them were Messrs. J. A. Morrison, Julius Inches, J. Boyd, J. D. Purdy, and J. Horsfall, of this City.

The English dates by the Asia are to the 31st ultimo.

In the London Shipping and Mercantile Gazette of the 30th, we find the following favorable report of the Harvest in Ireland, under date of the 29th from Dublin:—"As respects the potato, there is not a solitary unfavorable account this morning, and even in those districts—Limerick, for instance—where the symptoms of failure most prevailed, it is admitted that the crop will be far more abundant than could have been expected. Harvest operations are completed in the South Riding of Tipperary, and, with the exception of Wheat, all the cereal and green crops have yielded a profitable return."

LIVERPOOL, AUG. 31.—Great steadiness has prevailed in business affairs during the week, and most descriptions of imported produce command a ready sale. The prospects of most articles are cheering, and with an abundance of money in the country, no impediment to our present healthful state of business, it is to be hoped, will take place for some time.

The present week has been one of extreme dullness and depression in our Cotton market. Prices have declined ⅛d. to ¼d. per lb. This is owing chiefly to the continuance of more favourable accounts of the weather for the growing crop, which have caused speculators to pause, alarmed holders, and restricted spinners in their operations to the immediate and pressing wants. The total sales of the week ending August 29, were—23,100 bales, of which speculators took 5,270, and exporters 1680 bales.

In Manchester, trade is inactive. Very little has been done in either cloth or twist, and prices of the former favored the buyer. Yarns are easy to buy; transactions are restricted to actual wants.

Sugar.—There continues a very good demand for all descriptions, and a further improvement of 6d. per cwt. has been realised. *Molasses.*—Antigua has been sold at 14s. 6d., for ordinary to 16s. 6d. for good quality, being slightly higher, and clayed Cuba 14s. 3d.; this parcel was sold for ship stores,—the quotation could not be realized in quantity. *Coffee.*—An advance of 2s. per cwt. is obtainable on ordinary descriptions—St. Domingo 42s. to 45s., and ordinary Laguayra 42s. per cwt. *Tea.*—Congous, 11¼d. to 1s. 1d. per lb.; in other kinds no alteration.

Although the weather has not been very favourable for securing the harvest in this district, it has not had any immediate effect upon the grain trade. It is true that several speculative purchases have been made in both Wheat and Indian Corn, nevertheless, the general opinion is that prices of all descriptions of breadstuffs will rule low throughout the year. Western Canal Flour is now quoted at 18s. to 23s. per barrel, according to quality; Canada, 22s. 6d.; Philadelphia and Baltimore, 23s. 6d.; and sour, 18s. to 21s. Indian Corn, which is still purchased for shipment to Ireland, 28s. for white, 27s. to 27s. 6d. for yellow, mixed is selling at 26s. 6d. per quarter. American wheat is quoted at 5s. 6d. to 6s. 5d. per 70lbs. The imports from America for the week have not been large. They comprise 8812 qrs. of Wheat, 2377 qrs. of Oats, 2190 qrs. of Beans, 273 qrs. of Peas, 10,675 barrels of Flour, and 52 qrs. of Indian Corn.

LIVERPOOL TIMBER REPORT.—The arrivals from British America, during the month of August, consist of 75 vessels, 48,606 tons, against 54 vessels, 26,756 tons, in same month last year. The aggregate tonnage since 1st February to date is 76,928 tons, against 78,853 tons last year. The demand has been good, and a very considerable business has been effected, almost every cargo having met purchasers. Very full prices have been obtained for Birch Timber, and the advanced price of Spruce Deals has been fully maintained, while Quebec Woods have remained without any alteration since the opening of the import. Of St. John Pine Timber, one cargo, 18 inches average, was sold at 16½d., one 18⅜ inches at 17d., two of 19 inches at 17½d., one of 19 inches at 17¼d. less £20, one 19½ inches at 17¼d., and one 19½ inches calliper at 17d. per foot. Of Quebec, two cargoes have been sold at 12¾d., five at 13d, six at 13¼d., one at 13⅜d., one at 13½d., and one at 13¾d. per foot, and of Miramichi, one at 12¾d. per foot. Saint John Birch, with cargo, has been sold at 14d to 16d per foot, and latterly at 17d. to 18d. per foot; Prince Edward Island and Halifax at 15½d. to 16d. per foot; a poor cargo of Cape Breton, by auction, at 13½d. to 14½d., and, in like manner, a choice parcel of Parrsboro', large sized and mottled, in small lots, at 16½d. to 2s. 7d. per foot—this last at Birkenhead. St. John Deals, with cargo, have been sold at £6 to £7 10s. per standard; and in cargo at £7 17s. 6d. to £8 per standard; as also St. Stephen's and St. Andrew's at the same price; one parcel of St. John inferior was sold at £7 per standard; a few St. Stephen's by auction, at £8 2s. 6d., with boards 1¼d., and 1000 deals at £8 10s.; the two latter sales at Birkenhead.

DEATH OF LOUIS PHILIPPE.—The ex King of France died at Claremount on Monday 26th August. On being made acquainted with his near approach to death, on the preceding day, he received with calmness the melancholy information, and after giving some directions as to the final arrangements he wished to make, he dictated a conclusion to his memoirs, which illness had compelled him to suspend four months ago. His family who were present at Claremount having been collected, he discharged his religious duties with Christian resignation. His family and the attached attendants of his household were present at his death. The ex-King was in his 77th year. His remains will be interred at the Roman Catholic Chapel of Saint Charles Borromeo, Weybridge, Surrey, four miles from Claremount, on Sunday, and will be ultimately removed to their final resting place in Paris.

THE QUEEN IN SCOTLAND.—Her Majesty, Prince Albert and the Royal family, left Osborne on Tuesday—paid a visit of condolence to the ex-Queen of the French at Claremont, and, at twelve o'clock left Euston Square by Railway for the North. Her Majesty arrived at Castle Howard at six o'clock, where she was received by the Earl Carlisle, and remained for the night. On Thursday morning the Royal party left Castle Howard on their way Northward. They reached York at an early hour, and arrived at Newcastle about mid-day, where an immense concourse of people were assembled to meet her, to witness the opening the new Central Station—a ceremony performed by entering and departing. At Berwick, the Queen performed another ceremony—inaugurated the magnificient new viaduct over the Tweed, at the Royal Border-bridge. She arrived at Edinburgh at five o'clock in the evening. The reception was of a very enthusiastic character, and the scene altogether was very imposing. Addresses from the towns of Alnmouth and Dunbar were presented to Her Majesty, through Sir George Grey; on her road, and, on the arrival of the train at the city, the whole of the population turned out to welcome her. The display was among the grandest and most striking the metropolis of Scotland has ever witnessed. The slopes of Arthur's seat, round the base of which the royal party passed in procession, were covered with thousands of spectators; and amidst loud cheering, and under the protection of her body guard of Royal Arches, Her Majesty was conducted to her ancient Palace of Holyrood.

The inhabitants of Edinburgh and of Scotland generally are greatly delighted at finding Holyrood once more occupied as a royal residence.

It is stated that, on the return of the court from Balmoral in October next, Her Majesty will remain for ten days or a fortnight at Holyrood Palace; and that during that time Her Majesty will hold two drawing-rooms and a levee.

THE SUB-MARINE TELEGRAPH.—The long promised experimental operations for establishing a continuous and comprehensive system of telegraphic communication between Great Britain and the whole of the continent of Europe, by means of wires sunk between Dover and Calais, were commenced on Tuesday. The British and French Governments have conferred the exclusive right of telegraph communication for a period of ten years upon an Anglo Parisian company, the shareholders in which have already subscribed a capital of £10,000 for preliminary purposes. The operation of paying out the thirty miles of wire commenced on a signal to the sailors to "go ahead with the wheel" and "pay out the wire," which was continuously streamed out over a roller at the stern of the vessel, the men, at every sixteenth of a mile, being busily engaged in rivetting on to the wire square leaden clumps or weights, of from 14 lbs. to 24 lbs. weight, and which had the effect of sinking the wire in the bottom of the sea, which, on the English coast, has a depth of 30 feet, and varies from that to 100 and 180 feet. The whole of the casting out and sinking was accomplished with great precision and success.

A communication, dated Cape Grinez, coast of France, half-past eight, p. m., and received at Dover by sub-marine telegraph, was as follows:—"The Goliah has just arrived in safety, and the complete connexion of the underwater wire with that left at Dover this morning is being run up the face of the cliff; complimentary interchanges are passing between France and England under the strait and through it for the first time."

The belligerents in the Duchies still continue "as they were." The generals of each army strengthen their respective positions, but it seems to us very obvious that the diplomatic proceedings at Downing-street are the real cause of this inaction; and that there is an expectation, if not a hope, on both sides, that some way will be found to stop the further sacrifice of human life. At a meeting of the European Ambassadors in Downing-street, on the 23d of August, Austria formally gave in her adhesion to the protocol of the 2d August, whereby all the powers agreed to respect the integrity of the dominions of the King of Denmark. Austria having concurred, Prussia alone stands out.—It is idle to suppose that this latter power can long stand isolated among the other great powers of Europe, and we hope she will gracefully yield, and allow justice and humanity to bring about a speedy adjustment of the whole dispute. It is, however, most difficult to root out the seeds of ambition which have sprung up in so many quarters in Germany.

The accounts from Schleswig state that on the evening of the 26th, five Danish vessels approached the Holstein coast, and effected a landing at Grunewald; the garrison of Kiel were immediately sent to drive the parties back to their ships.

The negociations between Austria and Russia have not changed their character during the last week.

At Rome, the conspirators against the Pope have revived the practice of throwing crystal balls with explosive substances into the carriage of his holiness, and several persons have been arrested. The Austrian Ambassador's life also seems to be endangered by plots, and strong bodies of troops are necessary to protect both the Pope and the envoy. There is no news of interest from Spain and Portugal.

FRANCE.—The President of the Republic returned to Paris on Wednesday from his tour. He will, it is said, leave again on the 5th of next month for Cherbourg, and will subsequently visit the Southern departments of France.

The America arrived at Halifax, at five o'clock last evening, and left for Liverpool at six.

The *Canada* is now on her passage from Liverpool, and may be expected early next week.

THE HALIFAX REGATTA.—Yesterday was a fine sunny day for the Regatta, and the pastime was kept up with much vigour and true nautical spirit.—*British North American, Fri.*

PICTOU, Sept. 6.—*Melancholy Accident.*—This community was thrown into a state of painful excitement on Tuesday morning, by the intelligence that a respectable resident of this county—Angus McDonald, Esq. of Merigomishe—had met a sudden and violent death on the Albion Railway. The circumstances are these. A large number of persons from the eastern part of the country having arrived at the Mines for the purpose of taking passage by the Railway and steamer to Pictou, to attend the Railway meeting, the passenger cars were found quite insufficient to contain them, there being about three hundred wishing to go by the first train; and deceased, in company with many others, secured a seat on a trolley, a low waggon, used for carrying barrels and lumber. On arriving at the head of the loading wharf, the loaded train is usually separated from the engine and tender, each taking a different track, the former passing down the wharf, the place for discharging into vessels.—At the time of this separation, a jar took place, and deceased occupying rather an insecure seat, was thrown down in front of the train, and before he could be rescued, three or four of the loaded waggons had passed over him, completely severing him in two. When extricated he was able to speak, but breathed only about three minutes. The deceased was a Justice of the Peace for several years past, and was generally esteemed and respected not only in the community in which he lived, but also throughout the county.—*Eastern Chronicle.*

Windsor College, Nova-Scotia.

A Meeting of the Alumni of this Institution was held on Monday last, for the purpose of consulting upon the best means of furthering its interests. The Rev. J. C. COCHRAN, Rector of Lunenburg, who is at present on a visit to this City, with a view to collect subscribers for it, attended. With the unanimous voice of the Meeting an Association was formed, to be styled '*The St. John Branch Association of the Alumni of King's College, Nova-Scotia.*' Several gentlemen made handsome donations to the object, and others gave their names as annual subscribers. It is cordially wished that success may attend the efforts that are making in behalf of an institution upon which the interests of the Church so much depend. Sept. 10.

TO THE LADIES.

We respectfully dedicate the following to the ladies:—

The Freckle Wash removes all tan, freckles, morphew, sores, burns, roughness and redness from the face, neck and arms, and makes the skin delightfully soft and white, and gives the complexion a beautiful hue. Try it, once, ladies, and you will never make your toilet without it again. Gentlemen should always use it after shaving. Sold by C. V. Poor 19 Tremont Row, Boston and by FELLOWS & CO, corner of King and Germain streets, St. John, N. B. 4T-1

MARRIED.

On the 10th instant, by the Rev. A. McLean Staveley, Mr. David Hastings, of this City, to Miss Jane Ewing, of Portland.

On Tuesday, the 10th instant, by the Rev. A. Stewart, Mr. George S. DeForest, to Miss Anna M. Hull, all of this City.

At St. Andrews, on the 10th inst., by the Rev. Dr. Alley, Robert Watson, Esquire, Deputy Treasurer at St. Stephen, to Emma, daughter of the late William Whitlock, Esquire, of the former place.

At the Parish Church, Canning, on the 27th ult., by the Rev. Abraham Wood, Mr. John R. Earle, eldest son of John Earle, Esq., M. P. P., to Elizabeth S., eldest daughter of Mr. Richard Carman, of Sunbury County.

At Blissville, County of Sunbury, on the 4th inst., by George Hayward, Esq., Mr. Charles E. Duplissa, to Hannah L., youngest daughter of Jeremiah Tracey, Esq., all of that place.

At Woodstock, on the 7th inst., by the Rev. S. D. Lee Street, Mr. F. R. Jenkins Dibblee, to Miss Sarah Ann, eldest daughter of G. W. Cleary, Esq.

DIED.

On Saturday last, Mr. James Gibbens, aged 53 years, leaving a wife and three children.

On Monday evening, Samuel Robinson, only son of Mr. Hezekiah McKenzie, aged six months.

On Thursday morning, after a lingering illness, David, son of Mr. John Graham, in the 23d year of his age. Funeral to-morrow, Sunday, the 15th instant, at 4 o'clock, from his father's residence in Union-street, when friends and acquaintances are respectfully invited to attend.

At Sheffield, on the 8th inst. Helen Georgianna, youngest daughter of Enoch Barker, Esq., aged five years and six months.—On the 9th, Edmund, only son of Mr. Stephen Burpe, Junior, aged two years and five months.

At Taylortown, (Sheffield,) on Tuesday last, Anna Woodville, infant daughter of Mr. William A. Garrison, aged seven months.

At Fredericton, on the 10th inst., William Henry, only son of George Botsford, Esquire, aged eight months.

At Richmond, County of Carleton, on the 7th inst., Mr. James Killen, aged 65 years.

At Campobello, (Charlotte County,) on the 29th ult., after an illness of long continuance, which he bore with Christian resignation, Mr. Malcolm Greeno, Deputy Sheriff for the Parish of West Isles, in the 48th year of his age, leaving a wife and eight children to mourn their bereavement.

At Savannah, on the 28th ult., Mr. John W. Brooks, aged 26 years, son of the late Mr. Thomas Brooks, of St. John, N. B.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Sunday—Schr. Harmonia, Maloney, St. George's, (Me) 4 days—Geo. Eaton, ballast.
North Carolina, Seaman, Portsmouth, (N. H.) 5—Geo. Eaton, ballast.
Steamer Commodore, Browne, Portland—James Whitney, passengers, &c.
Monday—Barque Sir Henry Pottinger, Gregg, Cadiz, 40—John Robertson, salt.
Schr. Captain, Murray, Eastport—Master, ballast.
Tuesday—Ship Eudocia, Bannerman, New-York, 7—J. & R. Reed, flour and wheat.
Barque Liverpool, Mackay, Grangemouth, 43—R Rankin & Co. coals.
Brig Rio Grande, Wilson, Boston, 6—Allison & Spurr, ballast.
Schr. Richmond, Pangbourn, Boston, 8—Master, assorted cargo.
Edward, Hardy, Frankfort, 4—Master, ballast.
Friendship, Hardy, Bangor 3—Master, shoes, &c.
Brunswick Lyon, Craft, Lubec—Master, flour and pork.
Steamer Maid of Erin, Belyea, Eastport—Thos. Parks, passengers and merchandise.
Wednesday—Brig Belle, Dakin, Syeney, (C. B.) 12—G. & J. Salter, coals.
Thursday—Barque Stephani, (Bremen) Lamke, New-York, 5—to order, bricks.
Julia Heyn, (Prus.) Schmock, New-York, 10—S. Wiggins & Son, ballast.
Steamer Commodore, Browne, Portland—Jas. Whitney passengers, &c.
Friday—Barque Amazon, Roberts, Hull, 50—S. Wiggins & Son, coals and furniture.
Soderhamn, Gunderren, New York, 10—S. Wiggins & Son, ballast.
Brig Sarah, Cann, New-York, 6—Chas. McLauchlan, iron.
Schr. Echo, Holder, New-York, 6—J. V. Troop, flour, &c.
Eliza Jane, McLean, Boston, 8—Master, sugar, flour and pork.
Steamer Maid of Erin, Belyea, Eastport—Thos. Parks, passengers and merchandise.

COASTWISE.

Saturday—Schr. Weymouth, Orpin, Aylesford, wood.
Madeline, Bowden, Cornwallis, butter, sheep, apples, &c.
Sunday—Schr. Pandora, McDonald, Joggins, coals.
James Fraser, Hardwick, Annapolis, potatoes, oats, &c.
Gazelle, Frost, Yarmouth, ballast.
Monday—Schr. Tusket Lady, Cook, Wilmot, fruit.
Jim, Mianeas, Aylesford, butter, cheese, apples, &c.
Caroline, Hurst, Wilmot, apples, plums, cheese, &c.
Dove, Conners, Cornwallis, bacon, apples, plums, &c.
Economy, Robinson, Cornwallis, fruit, butter, eggs, &c.
Mariner, Green, Economy, shad, beef, and potatoes.
Steamer Fairy Queen, Leavitt, Annapolis and Digby, passengers, &c.
Herald, Donehey, Petticodiac, passengers, &c.
Tuesday—Schr. Laurel, Brinton, Wilmot, cheese, &c.
Wednesday—Schr. Pilot, Slocomb, Annapolis, fruit, &c.
Steamer Fairy Queen, Leavitt, Windsor, passengers.
Thursday—Schr. Digby Packet, Turnbull, Digby, oil, &c.
Patriarch, Rice, Digby, cattle, apples, &c.
Steamer Maid of Erin, Belyea, Annapolis and Digby, passengers, &c.
Friday—Schr. Telegraph, Neville, Annapolis, potatoes.
Peeler, Leary, New Edinburgh, sheep and potatoes.
Sarah, Vantassel, Digby, cattle.
Saturday—Steamer Fairy Queen, Leavitt, Windsor, passengers.

ENTERED FOR LOADING.

Sept. 7—Sophia, Paschal, Cork.
Oromocto, Joslin, Cork.
9—Charles McLauchlan, Cain, Barbados.
Gipsey, Healey, Barbados.
10—Recovery, Moppeth, Fleetwood.
Daring, Douglas, Antigua.
13—Abana, Caithness, Liverpool.
Julie Heyn, Schmock, Gloucester.
Ellen, Knaggs, Gloucester.

CLEARED.

Sept. 7th—Schr. Albert, Elder, New-York, scantling, 21 brls. dulce, &c.—G. Bent and others; Cuba, Kavanagh, Boston, 803 brls. alewives 17 brls. salmon, 66 bags buckwheat meal, scantling, &c.—Master and others; Charles, Whipple, Halifax, boards, salt, &c.—G. & J. Salter.
9th—Brig Anemone, Bull, Grimsby, deals and boards—John Robertson; Iola, Smith, Jamaica, boards, shingles, &c.—Crane & Co.
10th—Brig Herbert, Herbert, Grimsby, deals—John Robertson; D'Arcy, James, Dundalk, deals, &c.—Wm. Carvill; Schr. Hero, Eaton, Salem, boards and shingles—Geo. Eaton; Ranger, Putnam, Gloucester, (Mass) boards, scantling, shingles, &c.—Geo. Eaton; Daring, Fought, St. John's, N. F.) boards, laths and shingles—R. Rankin & Co.
12th—Ship Herald, Auld, Port Glasgow, timber and deals—John Walker & Co.; Brigt. Gem, McCready,