The Courier.

SATURDAY, JULY 19, 1851.

The American Steamship Franklin, of Havre line, arrived at New York on Monday last, having performed the run from the Needles in a little over eleven days. She brought over 100 first class passengers, and the largest and most valuable Freight that has yet arrived from France by this line of Steamers. Her dates from London are to the 2d July.

The Cunard Steamer Asia, with three days later intelligence, arrived at New-York on Wednesday morning, in a little less than eleven days from Liverpool.

Cotton had declined a farthing during the week: sales 30,000 bales. Breadstuffs were drooping. Consols, 97½.

At Manchester a steady business is doing, despite the decline in the Liverpool Cotton market, and the consumption of the raw material continues large.

The weather in England, Scotland and Ireland for the week previous to the sailing of the Asia, had been all the farmer could wish, and the crops of every kind looked well. Wheat is in ear and bloom, and looks remarkably well.

BROWN & SHIPLEY quotes Western Flour 20s. a 20s. 6d; Philadelphia and Baltimore, 21 a 21s 6, and Ohio, 21s; White Corn, 31s 6d to 32s, mixed, 28s; private letters, however, quote 6d advance in Flour, since the sailing of the Franklin, which would make the above quotations too low. At London, Sugar was firm, and Coffee had advanced one shilling.

LIVERPOOL, 5th.—Freights well supported and dead weight abundant.

BOARD OF TRADE RETURNS.—The returns of the month ending 5th of June, are published. They show an increase of £1544 on the declared value of British Exports, as compared with those of the same time last year, which was one of most remarkable activity.

Cotton manufactures show a large increase, although the price of the staple was lower than in the corresponding period of 1850. The chief falling off has been in woolen manufactures and in metals. The aggregate value of our exports during the first five months of the year has been £27,865,000 against £26,027,000 in like period last year, showing an increase of £1,838,000. With regard to the consumption of articles of food and luxury. Flour again presents a large augmentation. Tea, Coffee and Cocoa show an increase. Sugar, Spirits and Tobacco exhibit little alteration.

The N. Y. Tribune has advices of the passage of the Ecclesiastical Titles Bill by the House of Commons by a large majority.

The Jewish Emancipation bill was passed in the House of Commons without a division. It is thought it will be defeated in the other house.

Princes Albert and Lucien Bonaparte were attending the meeting at Ipswich for advancement of Science.

At a large public meeting in London, a petition for retaining the Chrystal Palace in its present position after the exhibition, was adopted.

By the death of the Earl of Derby, Lord Stanley, the well known Tory leader in Parliament, becomes the fourteenth Earl of Derby.

Dr. Philpotts Synod at Exeter has closed its sittings after adopting the declaration of baptismal regeneration: Dr. Philpot solemnly exclaiming, at the termination, "God be praised!"

Excitement in regard to Free Trade Doctrines in France.—Considerable interest has been excited in England by the debate in the French Legislative Assembly which terminated on the 29th ult., upon the measure introduced by M. De St. Beare, for a commercial reform, by modifying the present restrictive tariff so as to bring about a gradual approach to free trade. After a powerful speech from M. Thiers, who spoke against the motion, it was rejected by 428 to 199; but it is nevertheless believed that free trade doctrines are making steady progress in France.

Riot at Liverpool.—A terrific military riot broke out in Liverpool on the 1st inst., the 91st Regiment having attacked the police. The riot was suppressed after a time by the energy of the authorities; but not before several men had been killed and many dangerously wounded.

IRELAND.—The census tables are published, and the decrease of the whole 31 counties since 1841 is 1,737,616.

FRANCE.—All France is on the tip-toe of expectation, waiting for the report of M. De Tocqueville, on the revision of the constitution. This important document is every hour expected to be made public, and the debate in the Assembly will probably commence on the 14th inst.

The President, after quitting Plocliers and arriving at Chattellarant July 2nd, was received by the National Guard, who instantly shouted, "Vive la Republique," in which the inhabitants joined. The cry continued until the President had reached the Hotel de Ville, where it assumed the character of serious hostility, and became "down with Napoleon." The disturbance was quelled by the police.

At breakfast the Mayor apologised for the tumult. The President, in the course of his reply, said, for all the good that had been done during the last three years they were indebted to the party of order. This was loudly cheered, and his health being proposed, the President said: I place myself resolutely at the head of men of order of all politics; and I have received from them an effectual co-operation. If there has been defection, I am ignorant of it, for I go forward without casting a look behind. There must be an impulse, and an aim. My impulse is the love of my country; my aim is to make religion and reason prevail.

The President arrived in Paris the same evening. The French papers generally approve of the tone of the above speech.

In the Assembly on the 2d inst. an amendment, allowing to women the right of petition, was proposed, and, to the astonishment of all, was adopted. It caused the loss of the bill, when the question upon its passage was taken.

PORTUGAL.—The Electoral decree has been officially promulgated. Its liberal provisions appear to have given general satisfaction. The government reduced the Excise duties one half, from 10 per cent. to 5 per cent, and take off the duties upon horses used for labor.

There was some insubordination in the army.

The British claims were likely to be soon and honorably settled.

ROME.—The refusal of the Papal court to let the French occupy certain posts at Rome has not led to any further misunderstanding.

There are still rumours of increasing difficulties between the Porte and the Pacha of Egypt.

The Russians have again been worsted by their implacable enemies the Caucassians.

The proceedings respecting the fate of Kossuth are all concealed in the strictest diplomatic obscurity.

A series of hurricanes has swept Ceylon and the eastern coast of India, occasioning as far as yet known the loss of sixteen vessels. Serious apprehensions were entertained for the safety of the steamer Bombay.—The storm did not reach Bombay or the western coasts, but a hurricane, probably one of the same series, dismasted several ships at the Mauritius.

A fearful devastation of property has been occasioned by a storm at Charkoff in Russia. Several persons were killed. The hurricane lasted two hours and a a half.

In another column will be found the report of the proceedings at a meeting of the Subscribers to the European and North American Railway, held on Monday last. The meeting acted very judiciously, we think, in postponing the opening [illegible] Books till the 20th August. [illegible] the Committee were ad- [illegible] the amount required [illegible] the Company to or- [illegible] the United States, [illegible] state of things [illegible] the question [illegible] will accept [illegible] fair share [illegible] Brunswick. [illegible] cannot [illegible] inces, [illegible] op- [illegible] that to [illegible] be ex- [illegible] feature in [illegible] tion of the [illegible] Again [illegible] con- [illegible] them.

I am, Sir,
Your obedient Servant,
GEO. WHEELER.

[illegible] AT INDIAN TOWN.—About midnight on [illegible]y, a barn adjoining the Dwelling House [illegible] David Tapley, at Indian Town, was discovered to be on fire. On the alarm reaching the City, three of the Engine Companies (No. 1, 5, and 6,) hastened to the scene of danger, and although two large Buildings with the out houses were then on fire, they, with other assistance, succeeded in preventing the flames from extending further. Mr. Tapley had £700 insured on his buildings, but we understand his loss will still be over £1000.—No clue has yet been had to the cause of the fire; and as none of Mr. Tapley's family were in the barn with a light that evening, there is some reason to believe that it was the work of an incendiary. It is gratifying to find that the exertions of our Firemen have called forth substantial proofs of approval from the inhabitants of Indian Town, and we trust before long to hear of an efficient Engine being procured for that locality, where there are so many able hands to work it.

BURNING OF SAW DUST!—It affords us much pleasure, that we have it in our power to state that Saw-dust can be consumed as fuel, and that it is now actually so used in the large milling establishment of J. L. Marsh, Esquire, of Fredericton, in preference to any other material, and because it is economical to do so. The edgings and other matter that he had been accustomed to consume in his furnace, are turned to more profitable account, and his fire is now sustained by Saw-dust and deal ends alone, without any additional labour, expense or machinery. We regard this as a most important discovery, of real practical and enduring value to this whole community, and we would especially commend it to the attentive consideration of those who are more immediately and directly interested. It will have the effect of at once obviating all the difficulties which Mill-owners in this City and its vicinity have hitherto experienced in providing a use for their Saw-dust, and will save our harbour from further injury.

ASSURANCE COMPANIES.—At the annual meeting of the Stockholders in the *Globe Assurance Company*, on the 7th instant, Messrs. George L. Lovett, Thomas Vaughan, Edward Hippisley, Henry Chubb, James Smith, and Joseph Fairweather, were elected Directors for the ensuing year.

The annual meeting of the Marine Assurance Company was held on Monday last, when Messrs. F. A. Wiggins, John Ward, John Wishart, John V. Thurgar, William Parks, Daniel J. McLaughlin, William H. Scovil Edward Sears, and George Carvill, were elected Directors. And at a subsequent meeting of these gentlemen, F. A. Wiggins, Esq., was unanimously re-elected President of the Board.

Both of these Companies have recently declared handsome dividends that of the former being ten per cent. on the paid up capital, and the latter, five per cent. on the capital stock of the company, for the last six months.

NEW VESSELS.—On Wednesday last, a beautifully-modelled Ship of 638 tons called the *Alcione*, was launched from the Building yard of William Olive, Esquire, in Carleton. The Alcione is generally admired for symmetry and workmanship, and her materials being of the very best description, she is every way worthy of her esteemed builder, who is also the owner. She is commanded by Capt. David W. Cronk, late of the *Pomona*, and possesses excellent sailing qualities.

A very superior ship, called the *Allison*, built at the Oromocto by Thos. S. Hicks, Esq., for Capt. Edward Hippisley, of this City, was recently towed down the River, and is now fitting out in our Harbour. She measures 697 tons, N. M.—Her timbers are of hackmatack, which in that part of the Province is of a very superior description—and her other materials, and fastenings being unexceptionable, she is altogether a most desirable vessel.

A trim-looking and smoothly-finished Barque of 396 tons, (N. M.) called the *Florida*, built at Salisbury, by Alex. Wright, Esq., for Edward Allison, Esq., of this City, was towed into our harbour some days ago by the Steamer Gipsey. The model, materials and workmanship of this vessel do great credit to her builder, and her appearance indicates that she will sail fast.

Her Majesty's Brig *Persian*, Capt. Knyaston, which had been lying in our harbour for a week, received orders last Monday to return to Halifax, and accordingly sailed for that port in the afternoon.

☞ The Rowing Match between Indian Town and Carleton, which has excited so much interest in the community, for the last week or two, did not come off yesterday, as anticipated, owing to some dispute about the Carleton boat. It however took place this afternoon, and resulted in favour of Indian Town.

MILITARY.—About one hundred and fifty rank and file of the 97th Regiment, arrived in this City yesterday morning, from Halifax, via Windsor, in the Steamer Fairy Queen.

The anniversary of the Battle of the Boyne was celebrated on Saturday last, in various parts of this Province, by members of Orange Lodges; but, so far as we have heard, all passed off quietly during the displays.

In the County of Carleton, Sermons were delivered at different places, by the Rev. Messrs. Allison and Todd.

A number of Orangemen from this City and Portland attended a display which took place at Golden Grove, in the Parish of Simonds.—One of the parties, in returning to town in a waggon, received a wound in the back, from a buck-shot or pistol-bullet, but whether from the gun of some dastardly assailant, or from the accidental discharge of the pistol of one of his companions, does not clearly appear.

HERR KRAUSZ.—We are requested to intimate, that this accomplished Vocalist will give another Concert on Monday evening next, at the Hall of the Mechanics' Institute; and as the Hall is otherwise engaged for Tuesday and following evenings, this will probably be the last opportunity our Citizens will have of enjoying the delightful "concord of sweet sounds," which Herr Krausz's superb voice and musical skill are so eminently calculated to afford them. We presume, therefore, the Hall will be crowded on Monday evening.

We have received among our exchanges this week, the second number of the new weekly series of the New-York *Family Visitor*, in which we are pleased to observe quite a lengthy notice of the Province of New-Brunswick, well calculated to yield a favorable impression among our American neighbours, of the capabilities and resources of our Province, "which," the editor says, "has not received that consideration in Colonial history to which it is entitled." The editor, who recently made a short visit into this Province, is endeavouring to persuade the pleasure seeking portion of his readers, who have hitherto sought for quietness and coolness in fashionable crowded watering places, to visit us; suggesting the advantages and beauties of an eastern tour as preferable to these crowded places at home, and a sure escape from the withering heat of their summer months. We feel obliged to the editor for these favorable notices of our Province; and we have no doubt they will eventually cause it to be selected as a watering place during the warm weather, by many who now go elsewhere at a greater expense, and with little comfort to what they would find here, in pursuing the health-invigorating exercise of boating, fishing, and shooting, for which, we believe, there is no country to surpass us. The "Visitor" was at first issued as a monthly journal, but as the circulation has rapidly increased to upwards of 10,000, Mr. Robert Sears, the editor, has been forced to establish it as a weeely Pictorial newspaper.

☞ Mr. DONALD ROSS, Bookseller, is the agent in this City, where there are already upwards of two hundred subscribers.

We beg to assure our Halifax friends, that they are mistaken in supposing that a great change has taken place in public opinion in this Province, regarding Earl Grey's proposition, as propounded to us by Mr. Howe. What was said some months ago, we believe, is still near the truth: Not *three* men in the Province would take the loan on Mr. Howe's terms—these terms being, that Nova Scotia would build only to her own boundary. We do not like to say uncivil things, but we really wish that our friends, for the credit of the cloth, would, at least, keep up the *appearance* of truth. It may be necessary that at election times they should glorify a little, but it ought to be done handsomely.

We understand that Mr. John Murray, Branch Pilot, has latterly been engaged in marking the Headlands from Musquash to Nigger Head, with large white marks for the convenience of vessels approaching or leaving our coast. This we believe will so far remedy a want long felt, as hitherto vessels making land in a fog found it impossible to distinguish one headland from another, and consequently were often in imminent danger. Along the American coast this plan has been adopted for some years, and has worked most beneficially. It would be well if our entire coast were marked in a similar way, and provision for this purpose should be made as soon as possible. An account of the particular marks, &c., is promised us, which we will publish as soon as received.—*Freeman.*

CAUTION TO APOTHECARIES.—On Monday last, Mrs. Bailey, wife of Mr. Wm. Bailey, residing in Portland, sent a little girl to the Apothecary's Store of Mr. John Taylor, for some Paregoric, to administer to her child, aged three months. Instead of paregoric, laudanum was sent, given to the child, and in less than twelve hours, the little thing was a corpse. Almost every week we are publishing from American papers instances of such gross carelessness, intending them as a *caution* to Apothecaries in St. John—and we publish this now with the same object in view, as we consider it to be a duty due to the public. Such gross carelessness ought to be severely punished.—*Morn. News.*

RAILWAY MEETING.—At a Meeting of the Subscribers to the European and North American Railroad, held in the Commercial Bank Building, on Monday the 14th day of July, instant, Daniel J. McLaughlin, Esq., was called to the Chair, and W. R. M. Burtis, Esq., requested to act as Secretary.

The Chairman declared the Meeting opened, and stated the object to be, to consider whether it is expedient to open the subscription books at present or to wait until the 20th August, when the books will be opened in the State of Maine, for the purposes of the Maine portion of the European and North American Railway.

Proposed by J. H. Gray, Esq., seconded by R. Jardine, Esq., and passed unanimously—

"Whereas the delay in giving Her Majesty's assent to the Facility Bill for the European and North American Railway will materially interfere with the requisite stock being subscribed—And whereas our Local Government has remonstrated on the subject, the result of which remonstrance will not be known for some time—And whereas the Stock Books for building that portion of the E. & N. A. Railway, which is situated in Maine, will not be opened until the 20th day of August next, Therefore—

Resolved, That the Subscription Books for Stock be not opened until the said 20th day of August next, then to remain open for thirty consecutive days at the Commercial Bank in St. John, and the Central Bank in Fredericton.

Proposed by Mr. G. E. Fenety, seconded by Dr. R. Bayard—

Resolved, That a Committee of three be appointed to draw up a Petition to Her Majesty, respectfully remonstrating against the delay of the Royal assent to the facility Bill in aid of the European and North American Railway, and praying that Her Majesty will give her gracious assent thereto; and that His Excellency the Lieut. Governor be requested to forward the same to be laid at the foot of the throne at as early a day as possible.

Moved as an amendment, by R. Payne, Esq., seconded by M. R. Perley, Esq.,—That the meeting do adjourn, which being lost, the original resolution was put and carried unanimously.

The following gentlemen were appointed a Committee to carry out the last resolution:

Dr. Bayard, Mr. Tilley, and Mr. Jardine.

The Chair having been vocated on motion, and R. Jardine, Esquire, being called thereto, a vote of thanks was passed to the chairman for his impartial conduct in the chair. Meeting adjourned.

D. J. McLAUGHLIN.
Chairman of Committee.

W. R. M. BURTIS, *Secretary.*

[*Correspondence of the Courier.*]

TORONTO, July 7, 1851.—The question of inter-Colonial union, either politically, commercially, or socially, is occupying the attention of the people of Canada at the present time. With regard to the political union there are two plans before the Legislative Assembly, one for a Federal, the other for a Legislative union, of the British North American Provinces. There is also before the same body, another plan to establish Free Trade between the Provinces, and a system of protection against the United States; and to petition Great Britain for a moderate protection in her markets, which the advocates of the scheme are sanguine of getting. And socially, this City, and Montreal have been anxious to show their respect to the delegates, Messrs. Howe and Chandler, by the giving of public dinners to them. The latter, however, was not able to stay, being called away, as I understand, by engagements that he could not waive.

All these circumstances have called the attention of the public press and the people to the Sister Colonies; and it is well, for I fancy that none of them are quite so intimate with each other as it is their interest to be.

The first great question is, shall our government accept the proposition of Earl Grey, relative to constructing her share of the Railway from Quebec to Halifax. The intentions of our Government did not come out at the dinner to Mr. Howe; but I understand privately, they are favorably inclined to the scheme, provided the Imperial Government, will extend their guarantee to construct the line as far as Hamilton, so as to meet the Great Western Railway which is now being constructed. But our revenue is already very much burthened to pay the interest of the debt on our Public Works, which amounts to £197,029 per annum; and the propriety of increasing this is very questionable, especially for a work which cannot be expected to pay for some years.

The opinions of the Country conflict upon the question. Quebec has gone in favor of the Railway; and I think this city would go the same way; but the Montrealers seem to be opposed to it, notwithstanding their entertainment of Mr. Howe, which was intended to express Inter-Colonial good will and not approbation of the Railway. The scheme, however, is not fairly before the Country, nor will it be until the intention of the Government is announced.

With regard to the Union of the Provinces, it is hard to say what is the precise feeling of the Country, but I think a very large party will be found in favor of it. The present Government and House will pronounce decidedly against it; but the general elections, which take place in January next, may change the tone of these.

The following are the Hon. Mr. Sherwood's resolutions, which constitute one of the plans now before the House:—

"*Resolved*—That to improve our political, social and commercial condition, to secure the permanent establishment of British ascendancy throughout the whole of Her Majesty's North American possessions, and to advance their common interests, and to place them at once on a level with many powerful Nations, a Federative Union of all the said Provinces under one general Government and Legislature, having legislative and administrative powers extending to all matters of common concern to all the Provinces comprising the Federation, is highly desirable and necessary.

"*Resolved*—That in the event of such Federation being formed, there should be constituted, in and for each of the said Provinces respectively, a Legislature, to be composed of a Governor, a Legislative Council, and a House of Assembly, to be elected by the people, and to have power to make laws, for the peace, welfare and good government of each Province, for all purposes not inconsistent with the powers to be conferred by the Constitution on the Federative Legislature."

I may add that Mr. Sherwood was the late Conservative Attorney General. I do not think, however, that he will be able to command the kind and amount of influence with the country necessary to carry out any great plan, and he possesses none in the present House.

The next plan is that of the Hon. Mr. Merritt, late President of the Council, and his idea is to have a Legislative Union. His resolutions are rather too long to embody in a letter, but I send you a copy of them. He sets forth the advantages that would result from Union, and then proposes the calling of a Convention by the respective Colonies to meet at Quebec to decide upon the best form of government. Upper and Lower Canada to send 16 delegates each; Nova-Scotia, 7; New-Brunswick, 6; Newfoundland, 3; Prince Edward Island, 2. The Constitution, as drafted by the Convention, to be sent to the respective Colonial Legislatures, who will in their turn send it for the final decision of the Imperial Parliament.

Both plans will be thrown out of the present House by a large majority; but the question will not be quite so summarily decided by the people.

The following address on the subject of the Clergy Reserves was adopted by the House during the week, on a majority of 45 to 16:—

"TO THE QUEEN'S MOST EXCELLENT MAJESTY.

"*Most Gracious Sovereign*,

"We, Your Majesty's dutiful and loyal subjects, the Commons of Canada, in Provincial Parliament assembled, beg leave respectfully to thank Your Majesty for the gracious manner in which Your Majesty has been pleased to receive our Address of last Session, on the subject of the Clergy Reserves, and to assure Your Majesty of the great satisfaction which it has afforded to Your faithful Commons and the Province at large, to learn from the Despatch of the Right Honorable Earl Grey, Your Majesty's Principal Secretary of State for the Colonies, communicating such Your Majesty's gracious reception of our said Address, that it has appeared to Your Majesty's Imperial Ministers that such Address ought to be acceded to, and that they would accordingly be prepared to recommend to the Imperial Parliament that an Act should be passed giving to the Provincial Legislature full authority to make such alterations as they may think fit in the existing arrangements, with regard to those Reserves, provided that existing interests are respected."

I may add that a large portion of those who voted with the majority, will not vote for the alienation of the Reserves from religion. This question is very far from being settled.

The Province remains in a state of excitement upon the subject of the resignation of Mr. Baldwin, the late Attorney General for Upper Canada. The state of parties may be briefly described—they are all broken up, with the exception of the French party. The old tory family compact party is become entirely extinct; and the present ministerial party is in fragments. Mr. Baldwin resigned because a majority of Upper Canada members voted against him on a motion to abolish the Court of Chancery—a Court which is very unpopular in Upper Canada. There was not a majority of the whole House against Mr. Baldwin, as he was supported by the French members, but he being a sensitive man, would not consent to hold office against the votes of a majority of his section of the country.

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GRAND TRUNK RAILWAY.—We understand, says the Toronto *Globe* of the 5th instant, that the government have matured a scheme for the construction—in conjunction with the other Provinces—of a Trunk line of railway from Halifax to Hamilton, where it will be connected with the Great Western Railway, and to be carried to Sarina or Windsor. The scheme—which is of course based on Mr. Howe's negotiations with the British government—was yesterday laid before the Parliamentary Railway Committee, by whom it is to be considered early in the ensuing week.

The Toronto correspondence of the Montreal *Herald* contains an outline of a series of resolutions to be proposed by Mr. Hincks, bearing upon the scheme above mentioned. The first declares, that justice to the Provincial creditor requires that the debts and liabilities of the Province should not be increased beyond the sum of £1,500,000, except in aid of the Halifax and Quebec Railway, or without the consent of present creditors; that, therefore, it is expedient that the Provincial guarantee, under the 13th Vic., shall be granted only in such a manner as will not increase the debt and liabilities beyond the sum mentioned. It is, therefore, declared to be expedient to confine the guarantees to main trunk lines; to such as have actually received it; or to such others, having a right to claim, as have laid out £24,000, at the present moment: that the guarantee shall extend to the capital as well as the interest—provided the bonds be made payable at terms approved of by the Governor-General. That it is expedient to form a Railway Board of the Receiver General; Inspector General, Commissioner of Crown Lands, and Commissioner and Assistant Commissioner of Public Works. No railway to have the benefit of any guarantee till the Board shall have examined the works and approved the whole of them. That any Company, whose road may form part of the main trunk, shall be allowed, if their line exceeds 75 miles, to divide it into sections of not less than fifty, so as to obtain the guarantee. That previous to obtaining the guarantee, half the road should be completed, and the land acquired for the remainder; and the Board must be satisfied that the contracts for the half completed have been made at a fair price. No contracts on roads claiming the guarantee shall be made without the approbation of the Government; and if several Companies shall have claims for the guarantee, (but it shall be found impossible to grant it to all), the Government shall select those which it thinks desirable to receive it.

The Toronto Board of Trade have censured the Council by a vote of 14 to 2, for memorializing Government in favor of differential duties against American manufactures.

FREDERICTON ELECTRIC TELEGRAPH COMPANY.—The Stockholders in this Company held their annual meeting in the Telegraph Office, in Fredericton, on Tuesday, when the former Directors, viz: George Botsford, S. Barker, W. H. Robinson, R. Jardine, and S. W. Babbit, Esquires, were unanimously re-elected. At a subsequent meeting of the Directors, Mr. Botsford was unanimously re-elected President. We learn that the affairs of the Company are in a prosperous condition, and that the Directors are entirely satisfied with their Superintendent and with the Operators, whose vigilance and strict attention to business have rendered the capital invested in the enterprise productive, and the probability is, that it will be more so when the Canadian line is extended to Woodstock.—*Head Quarters.*

MORE DESERTION!—We learn from the Charlotte County Gazette, that last week five soldiers succeeded in making their escape by compelling the ferryman at Waweig, at the peril of his life, to land them on the American shore, instead of Oak Point, whither they said they were after deserters. The United States authorities will surely take notice of these frequent breaches of all law and order.

An explosion of the coal gas at St. John's, (N. F.) took place on the 5th instant, by which the superintendent of the works, who had lately arrived from the old country, was instantly killed. The fire was extinguished with much difficulty.—*Br. N. Am.*

Confession of Murder.—A private in the 1st Royal Regiment, named Thompson, a native of Dumfries shire, Scotland, appeared at the Police Office in Halifax on the 9th inst. and voluntarily confessed that he had committed murder on a young woman in Norwich, England, about eight years ago, by throwing her into a canal.—He is said to have exhibited symptoms of an uneasy mind for some time past. He was committed to prison; but as the Regiment is ordered to England, it is probable he will be sent to the scene of the murder for trial.

The Steamer Hermann, for Bremen, sailed from New-York on Saturday last, with $360,000 in specie, and ninety-three passengers. Mr. William Smith, of Her Majesty's Customs at this Port, was among the number.

Mr. T. W. Daniel, of this City, was a passenger by the Mail Steamer Europa, from Halifax, for Liverpool, on the 11th inst.

The Cunard Steamer Africa sailed from New York at noon, on Wednesday last, with 100 passengers, and $1,001,543 in specie.

There were in port at New-York on the 12th instant, 99 Ships, 101 Barques, 160 Brigs, and 213 Foreign trading Schooners, and 97 colliers, lumberers, &c.

☞ The Right Rev. Dr. Kenrick, Bishop of Philadelphia, will preach in St. Malachy's Church on to-morrow (Sunday,) at eleven o'clock Mass.

☞ A Mail for England, *via* Halifax, closes at the General Post Office in this City on Tuesday next, at eight o'clock in the morning.

[FOR THE COURIER.]

To "A RESIDENT IN NEW-BRUNSWICK," author of a Letter to the Venerable Doctor THORPE, of Durham, England, criticising Professor JOHNSTON'S Notes on North America.

Sir,—I think you have dealt unfairly with the Wesleyan Academy, in the notice you have taken of it in your letter to the Venerable Dr. THORPE, of Durham, published in the last Saint John Courier.

I beg, therefore, to request you will be so good as to state explicitly what you mean, and particularly the extent of comparison you are perfectly willing I should institute between it and the College, the Collegiate School, and the Provincial Parish Schools to which you referred.

I have the honor to be,
Your most obedient servant,
NON IMPUNE.

New-Brunswick, July 17th, 1851.

☞ Self-adjusting Black Satin and Bombazine STOCKS, so much called for by our Customers are received and ready for inspection; they are better got up than any we ever had before.

WIGGINS' NEW BUILDING,
Next the Commercial Bank,
J. GARRETT & CO.

WHERE, TELL ME WHERE
Can be Purchased the Cheapest and Best Clothing?
ECHO ANSWERS:
At the New-Brunswick Clothing Store,
WATER-STREET,
SIGN OF THE GOLDEN LAMB.

MARRIED,

On the 25th ult., by the Rev. F. Coster, Rector of Carleton, Mr. Henry Allen, to Jane, daughter of Mr. W. Stretton, both of Carleton.

On the 27th ult., by the same, Mr. William Hicks, to Miss Mary Ann Burton, also of Carleton.

On the 3d inst., by the same, Mr. Henry Damery, to Miss Eliza Cochrane, also of Carleton.

On the 17th inst., by the same, Mr. Jonathan Babkirk, to Margaret, also daughter of Mr. W. Stretton, both of Carleton.

On the 16th inst., by the Rev. J. W. Disbrow, Mr. James Cother, of the Parish of Simonds, to Miss Isabella McAfee of the Parish of St. Martins.

At Upham, King's County, on the 16th inst., by the Rev. W. H. DeVeber, Mr. Edward Smith, of Hampton, to Mary, youngest daughter of Mr. Henry Demill, of the former place.

At Portland, (Maine,) on Thursday morning last, by the Rev. J. R. Scott, Mr. Charles H. Hay, of this City, to Mary Bethiah, third daughter of the late Mr. Thomas Clark, formerly of this City.

At Toronto, Canada West, on the 3d inst., by the Rev. Dr. Ryerson, the Rev. S. S. Nelles, A. M., Principal of Victoria College, to Mary Bakewell, eldest daughter of the Rev. Enoch Wood, President of the Wesleyan Methodist Conference.

DIED,

On Sunday morning last, after an illness of nine days, in the 81st year of his age, Mr. James O'Donnelly, a native of Cappagh, Tyrone, Ireland.

On Sunday afternoon, after a long and painful illness, Mary, wife of Mr. Lauchlan Collins, aged 38 years.

On Wednesday morning, Mary Perley, third and youngest daughter of the late Thomas Leavitt, Esq., in the 14th year of her age.

In Portland, on Monday evening, Robert, aged three months, youngest son of Mr. Wm. Bailey, sen.

At Fredericton, on the 9th inst., after a lingering illness of nearly nine months, Charles L.; second son of Mr. C. P. Smiler, in the 23d year of his age.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Monday—Brig Amaranth, Dodds, New Haven, 7 days—John Robertson, ballast.
Brigt. Alamode, Lockhart, New-York, 5—Geo. A. Lockhart, ballast.
Schr. Josephine, Ober, Tremont, (U. S.) 5—T. McHenry, ballast.
Hero, Flewelling, Damariscotta, 4—Master, ballast.
Manchester, Cochran, Lubec—Master, ballast.—(Put in for a harbour.)
Tuesday—Brigt. Despatch, Hogg, New-York, 7—Chas. McLauchlan, flour, pork, &c.
Steamer Creole, Atkins, Eastport—Geo. Thomas, passengers and merchandise.
Wednesday—Ship Virginia, Lawson, Liverpool, 30—Geo. Thomas, goods and passengers.
Barque Oromocto, Joslin, Liverpool, 35—John Robertson, salt, &c.
Brigt. Elizabeth Hastings, Fitzgerald, Bath, (U. S.) 2—J. W. Craig, ballast.
Schr. Two Brothers, Douglas, Boston, 8—Thos. McHenry, ballast.
Friday—Ship Compromise, Reiley, New-York, 6—Kirk & Worrall, flour.
Florida, Mills, New-York, 6—Kirk & Worrall, ballast.
Brigt. Blanche, McDonald, Donegal, 52—S. Wiggins & Son, passengers.
Steamer Maid of Erin, Belyea, Portland—Thomas Parks, passengers and merchandise.
Creole, Atkins, Eastport—Geo. Thomas, passengers and merchandise.
This Morning—Brig Jarsen, Larsen, Boston, 4—to order, ballast.
Schr. Cuba, Kavanagh, Boston, 6—Master, general cargo.

COASTWISE.

Saturday—Schr. Selah, Mapleback, Wilmot, staves, &c.
Jim, Minness, Cornwallis, live stock, &c.
Pilot, Sloconb, Annapolis, boards, staves, &c.
Amanda, Wells, Harvey, deals.
Harp, Sanford, Walton, cordwood.
Laurel, Brinton, Wilmot, oats, butter, &c.
Lady Clare, Munro, Annapolis, deals and eggs.
Marrin, Drake, Grand Manan, ballast. [stock, &c.
Sunday—Schr. Wilmot Packet, Harris, Wilmot, live
Steamer Fairy Queen, Belmore, Windsor, passengers.
Monday—Schr. Argus, Edgett, Point Wolfe, deals.
British Hero, Lawrence, Cumberland, deals
Chancellor, Carlisle, Petitcodiac, deals.
Spray, Balaam, St. Andrews, ballast.
Unicorn, Vance, Londonderry, mineral paint, bark, &c.
Tuesday—Schr. Reindeer, Delong, Quaco, deals.
Scotia, Buckhard, Salmon River, deals and pontoons.
Mary Eliza, Stilwell, Goose Creek, deals.
Pandora, Shields, Salmon River, deals.
Steamer Commodore, Donehey, Annapolis and Digby, passengers and cattle.
Emma Johnston, Howard, Parrsboro, deals.
Peeler, Lary, Weymouth, fish, oil and eggs.
Henrietta, Dow, Parrsboro, deals.
Wednesday—Schr. Exile, Hatfield, Truro, plaster.
Zephyr, Beeler, Digby, cordwood, lambs, &c.
Friday—Schr. Digby Packet, Turnbull, Digby, fish, oil, paint, &c.
Pilot, Sloconb, Annapolis, cordwood.

ENTERED FOR LOADING

July 15—Allison, Hippisley, Liverpool.
17—Ocean, O'Neill, Bantry, Ireland.
Gipsey, Larkin, Liverpool.
Alcione, Cronk, Liverpool.

CLEARED.

July 12th—Ship Pomona, Ketchum, Liverpool, timber and deals—Wm. Olive; Brig Eureka, Sloan, Hull, deals—S. Wiggins & Son; Eliza, Brothers, Gloucester, deals—R. Rankin & Co.; Schr. Hemisphere, Crowe, Newburyport, salt—J. W. Cudlip; Charles, Whipple, Halifax, salt, grave-stones, &c.—J. McGrath and others.

14th—Ship Pyramid, Henderson, Liverpool, deals and scantling—John Robertson; Barque Barbara, Henderson, Mauritius, boards, deals and plank—R. Rankin & Co.; Schooner Oliver Frost, Smith, Portland, juniper timber and shingles—E. D. Jewett & Co.; Western, Reynard, Eastport, salt—Geo. Eaton.

15th—Barque Everthorpe, Gleadow, Dublin, timber and deals—S. Wiggins & Son; Schooner Ori, McMullin, Bath, (U. S.) juniper timber—Thos. McHenry.

16th—Ship Araminta, Pentreath, Liverpool, timber, deals, black lead, &c.—John Robertson; Barque Charlotte, Brandt, Grimsby, timber and deals—John Robertson; Argyle, Burton, Greenock, timber and deals—Chas. McLauchlan; Schr. Eunice, Spearing, Bath, (U. S.) juniper timber and chalk—Thos. McHenry and Geo. Eaton; Martha Greenow, Robbins, St. John's, (N. F.) lime, boards, laths, staves, &c.—J. M. Hamilton.

17th—Barque Thetis, Richmond, Leith, timber and deals—Kirk & Worrall; Brig Perlen, Neilsen, Queenstown, deals—Kirk & Worrall; Schr. Captain, Murray, Lubec, salt—L. H. Waterhouse.

18th—Ship E. A. Soullard, Vaughan, Port Glasgow, timber and deals—R. Rankin & Co.; Barque Princess, Perry, Greenock, timber, deals, staves, &c.—Wm. Thomson and Chas. McLauchlan; Brig Velocity, White, Waterford, deals—S. Wiggins & Son; Schiller, Dade, Grimsby, deals—H. Garbutt; Jhn & Sohn, Rebein, Yarmouth, (England,) timber and deals—S. Wiggins & Son; Schr. Mars Hill, Clifford, Providence, boards and laths—G. Eaton.

The ship Florida, arrived yesterday, on the morning of 16th, lat. 43, lon. 69, passed brig Tartar, of and from Calais, bound to Porto Rico—had lost main mast and fore top mast on the night previous, and was putting back, required no assistance, but wished to be reported.

The Brig Zenobia, 200 tons register, Anthoney, Master, hence for Drogheda, struck on Cape Sable, Seal Island, on the 11th inst., at 7 A. M. during a thick fog.—Rigging and materials will be saved. Vessel a total loss. The vessel is insured for £1000, and the freight for £400.

The Brig Rambler, Cripps, of Swansea, 65 days from Liverpool, with a cargo of Railroad Iron, was totally dismasted on the 7th inst., lat. 44, long 55; was afterwards fallen in with by some fishing boats, and towed into Three Fathom Harbour on Saturday last. She was brought up to Halifax by the Dartmouth Steamer on Sunday.

Brig Rover, of Yarmouth, from Port Medway for Barbados, sprung a leak three days previous to her arrival, and the water made so fast that she was run on shore, where she sustained so much damage that she was condemned—cargo and materials saved—she was partly insured.—*Halifax Paper.*

Brig Triumph, of St. John, Capt. Palmer, with a full cargo of sugar and molasses, bound to New-York, parted her chains on the 22d ult. and went on the reef at Hamuco, (P. R.); but was got off next day with loss of rudder. A survey had been held, and she would proceed to New-York, after repairing rudder, &c.

Spoken, July 1st, barque British Queen, from St. John, for Londonderry.

Sailed from New Haven, July 11th, brig Speculation, for Musquash.

Arrived at Matanzas, July 2d, barque Amelia, Holder, Wilmington.—At Quebec, 10th, ship Jane, Drake, Liverpool; 13th, ship Earl of Charlemont, Gardner, New-York.—At New-York, 9th, brigt. Canada, Cox, Hamuco, (P. R.); 18th, [by Telegraph,] schr. Wm. Wallace, Hilton, St. John.—At Boston, 11th, brig Integrity, McKellar, Hillsboro; 12th, schr. Mercator, Leland, St. John. At Naponset, 15th, schr. B. A. Tufts, from St. John.

Cleared at New-York, June 14th, brig Waterloo, Parker, St. John.—At Philadelphia, 14th, barque Lourwigg, do.—At Boston, 12th, schr. May, Mahony, do; 14th, brig Conductor, do.

Arrived at Cadiz, June 18th, ship John Miller, Foy, New Orleans; 21st, Essex, Welch, do.

At Callao, June 2d, ship Lady Blaney, Wiseman, of this port, to sail for Chinca next day.

[*By Telegraph from Boston to the News Room.*]

Arrivals from St. John.—June 25th—Aurora, and Actress, off Falmouth; Clarence, off