UNITED STATES.

CONGRESS.—On Tuesday a message was received from the President in answer to Mr. Mason's resolution calling for information respecting the fisheries, transmitting a report of the Acting Secretary of State, and stating that Com. Perry, with steam frigate Mississippi, had been despatched there to protect American rights.

The greater part of the correspondence accompanying the message has been printed heretofore. They embrace all that has taken place on the subject since 1823, a large part of which was sent to the Senate, February, 1845. We had only opportunity to copy the following:

MR. CRAMPTON TO MR. WEBSTER.

Washington, July 5th.

SIR,—I have been directed by Her Majesty's Government to bring to the knowledge of the Government of the United States, a measure which has been adopted by Her Majesty's Government, to prevent a repetition of the complaints which have so frequently been made of the encroachment of vessels belonging to citizens of the United States and of France, upon the fishing grounds reserved by the Convention of 1818, urgent representations having been addressed to Her Majesty's Government by the Government of the North American Provinces, in regard to these encroachments, whereby the Colonial Fisheries are most seriously prejudiced.

Directions have been given by the Lords of Her Majesty's Admiralty, for stationing off New-Brunswick, Prince Edward Island, and in the Gulf of St. Lawrence, such a force of small sailing vessels and steamers as shall be deemed sufficient to prevent the infraction of the treaty. It is the command of the Queen that the officers employed should be specially enjoined to avoid all interference with vessels of all friendly powers, except when they are violating the treaty, and upon all occasions to avoid giving grounds of complaint by harsh or unnecessary proceedings, when circumstances compel their arrest or seizure.

I avail myself of this opportunity to renew to you the assurance of my high consideration.

(Signed) JNO. F. CRAMPTON.

Acting Secretary Hunter, under date of July 6th, acknowledged the receipt of this note.

Mr. Cass addressed the Senate for more than an hour in examination of the treaty of 1818, and read from the instructions and correspondence of the Commissioners who negotiated that treaty, as well as writings by the British Commissioner and Minister on the subject—showing that the British construction was wholly untenable. He contended that the American construction was the proper one. He alluded to the importance of the interests engaged in the fisheries, and strenuously urged that they should be protected by all the power of the United States, if necessary. He regarded the movement of Great Britain as most extraordinary.

Mr. Davis said his opinion, expressed some time since, that there was no cause for alarm, and that no war would grow out of this matter, was still unchanged. Still he considered there was much in it of an irritating and vexatious character. He had listened to the Senator from Michigan with much pleasure. Incidentally connected with the matter was the question of reciprocity. He now protested against any settlement of the reciprocity question by treaty. He would never yield that question to be determined by negotiation.

He did not believe Congress would consent to yield the control of the revenue of forty millions, and the next year eighty millions would be necessary. While events were so uncertain, the question of the revenue of the country should never be placed beyond the power of Congress. It would never do to limit by treaty the revenue of the nation. To do so would be an encroachment upon the fundamental principle of the Constitution. So jealous was the Constitution, that it would not permit the Senate in its legislative capacity to originate money bills.

He considered this movement on the part of Great Britain was intended as a stroke of policy, which might result as a dangerous one, and the Colonies might perhaps find out that the object they had in view was not to be advanced by it; and he then examined the question of right, and pronounced the construction passed on the treaty by Great Britain, as altogether erroneous. He did not think a war would grow out of this. He did not think Great Britain would have a war; but if she did, she could have it, and he would never surrender any right to her.

Mr. Hamlin followed in a critical examination of the treaty, and of the correspondence at the time of its negotiation. He maintained that the American interpretation of the treaty of 1818 was correct, and sustained by all the authorities. He considered the conduct of Great Britain could not be submitted to without disgrace and dishonor. He had not concluded when the subject was postponed.

WASHINGTON, Aug. 3.—Humphrey Marshall was confirmed to-day as Minister to China, and will resign his seat in Congress.

There are now three foreign missions about to be vacated, and for which outfits have been asked of Congress, viz., to England, Mexico and Berlin. Mr. Lawrence asks to be relieved from England; Mr. Letcher from Mexico; and Mr. Barnard from Berlin.

The House has concurred with the Senate in fixing upon Tuesday, August, 31st, for the adjournment of Congress. This time will not be diminished nor extended.

BURNING OF THE STEAMER HENRY CLAY!

Another horrible calamity occurred on the Hudson River, near Yonkers, on Wednesday afternoon. The steamer *Henry Clay*, bound downwards from Albany, took fire, burst into a flame, and was run ashore in the most bungling manner. The bow grounded in shallow water, the after body was afloat in deep water, and the roaring flames cut off communication between the two. The terrific consequences may be imagined. To be drowned or burnt—what an alternative for helpless women and children, and even for men who were not swimmers! Such catastrophes have been often described; we spare our readers the sickening details. The loss of life was estimated yesterday at from seventy-five to a hundred persons, and amongst the names of the victims we find those of Mr. Downing, the eminent Horticulturist of Newburgh—the Hon. Stephen Allan, an old, and much esteemed citizen of New York—the wife and daughter of Professor Bailey, of West Point,—and a sister of Nathaniel Hawthorne. There must be fearful suspense in many families, for no list of those on board is in existence.

And this was no accident. There is not a shadow of pretence for so calling it. The *Henry Clay* had been racing throughout the day with a rival boat. She was overpowered with steam; her furnaces were heated to such intensity, that the very decks were barely passable, long before she was wilfully hurried to destruction; reckless contact with the opposition steamer had produced alarm on board; an intolerable sense of danger prevailed; remonstrances were tried, but Captain and Pilot were deaf to them; they would win the race, and win it they did. What have they gained?—the execrations of an outraged public.

So scandalous and flagrant are the circumstances of this case, that more than usual indignation is felt, and there is loud talk of prosecution and punishment. We sincerely wish we could rely upon this temporary excitement. It will in all probability die away fruitlessly.—The *Henry Clay* will be considered an unfortunate boat; she will be replaced by one longer, or broader, or handsomer; the racing will go on; the public will take part with their favourites; and so it will be to the end of the chapter. The cause lies in the genius of the country. The indignation is skin-deep. Beneath it lies a secret sympathy with the men who are bound to go ahead at all hazards; and how effectually, though noiselessly this works, it were needless to tell. You may scarcely like to own it, even to yourself; but it lies there within you nevertheless—There is only one mode in which a counteracting principle may be brought to bear upon this audacious trifling with life. Don't try after vain criminal indictments. Let some of the sufferers sue for damages.—*New York Albion, July 31.*

Verdict of the Coroner's Jury.—The Coroner's Jury have returned a verdict to the effect that the death of all the persons named was the result of an act perpetrated by John F. Tallman, captain and one of the owners of the Henry Clay; Thomas Colyear, another of the owners; James L. Jessup, clerk; Edward Hubbard and James Elmendorf, pilots; John Germaine, engineer; Charles Merrick, assistant engineer; and a young man who acted as bar-keeper,—each of whom had part of the charge of the said steamboat, and being desirous of exceeding in speed a certain other steamboat, called the Armenia, or for increasing the speed of the said Henry Clay, did create or allow to be created an undue or unsafe quantity of steam, and in so doing did make, or allow to be made, excessive fires, and did not use ordinary prudence in the management of said fires, and although often remonstrated with by different passengers, did for a long time continue the excessive fires; in consequence thereof, through their culpable negligence and criminal recklessness, the Henry Clay did take fire, and all the deaths ensued as aforesaid; which act was eminently dangerous to others, and evinced a depraved mind, regardless of human life, although it was perpetrated without any premeditated design to effect the death of any particular individuals.

NEW-YORK, August 2.—*Arrest of one of the Owners of the Henry Clay.*—This morning, Thomas Collyer, one of the owners of the steamer Henry Clay, was arrested, charged with causing by misconduct and negligence the death of Miss Julia Hay, one of the passengers, lost from that steamer. He was held in $10,000 bail. Warrants have been issued for the officers of the boat.

CHOLERA.—The latest despatches from Buffalo state that the accounts of the existence of cholera in that city, have been greatly exaggerated. The disease prevails to a limited extent, but only in particular localities, and from local causes. There is no panic, and but little fear of the disease spreading. On Sunday several cases occurred, which were of great virulence, death resulting in three or four hours after the attack.

THE CHOLERA AT ROCHESTER.—The ravages of this scourge at Rochester, N. Y., have been very severe, and have caused a great deal of alarm and excitement. During the forty-eight hours ending Monday night, 2d inst., there were 26 deaths, eighteen of which occurred in one building—the examination of which explained the cause. A letter written in Rochester on Monday evening, says—"there have been ten funerals past our house this day, and one hundred cases of cholera within the last three days. The weather is now cool, and still the cases are more fatal and increasing. Wm. B. Seward, Esq., an extensive and well known miller, has just died, after a few hours' illness, of the cholera." The latest despatch from Rochester says that there was less of cholera on Tuesday, and that it was confined to the lower classes.

The *St. Louis Republican* of July 14th, says—"A letter from St. Charles, dated yesterday, says that intelligence has been received there, of the occurrence of about eighty deaths at New Metta, a neighbourhood some sixteen miles west of St Charles. It had been raging there for about two weeks. The ravages of the disease still continued, and there were from two to six cases every day. This is a terrible mortality. The health of St. Charles is good."

MELANCHOLY DEATH OF R. SANDS, THE CIRCUS PERFORMER.—*Albany, August 3.*—An extra from the *Woolcot Standard*, Wayne County, states that on Saturday afternoon it was advertised that Mr. Sands, circus performer, would, among other things, walk across the ceiling with his feet upwards and his head downwards, by means of a scientific apparatus appended to his feet. The experiment was successfully made by Mr. Sands, and the audience went away perfectly satisfied with what they had seen, all except one individual, who said Mr. S. could not perform the feat out of the circus. Mr. Sands offered to exhibit the same performance in any place where a ceiling having a smooth surface of sufficient strength to sustain his weight, could be obtained. The large room in the Town Hall was solicited. Mr. Sands repaired to the Hall and commenced his antipodal performance over the ceiling, at an elevation of eighteen feet from the floor. He had proceeded several steps, and was in the act of returning, when a large portion of the plaster gave way, and he was precipitated to the floor beneath. Mr. Sands was taken up senseless. His neck was broken by the fall and death ensued instantly.

The Courier.

SATURDAY, AUGUST 7, 1852.

The Steamship *Niagara*, with the British Mail of the 24th ult., arrived at Halifax on Wednesday morning last, in 10½ days from Liverpool, with sixty-two passengers for Boston.

The letters and papers for this City were received yesterday morning. We subjoin the most important items of news.

LIVERPOOL, July 6.—Although business has not yet been fairly resumed, the markets are beginning to feel the effect of the close of the Parliamentary contests. Considerable anxiety, nevertheless, still prevails as to the final result of the elections, and the effect which will be produced upon the future commercial and fiscal policy of the Government. There is evidently more confidence on the part of importers of Colonial Produce, and the markets have been less freely supplied with all articles during the last few days; at the same time, consumption, both in this country and on the Continent, exceeds that of last season. The accounts are of the most favourable description as regards the grain crops, which, under the influence of the late forcing weather, have rushed forward with amazing vigour, and afford every promise of an early and abundant harvest. The same description of report comes from Ireland and the Continent, and as a consequence the various grain markets have been during the week comparatively dull and inanimate. Monetary affairs, however, continue favourable; and with the large quantities of gold uninterruptedly flowing in from our Australian colonies, independently of the heavy receipts we are obtaining by the royal mail steam-ships from the United States weekly, there seems every inducement to believe that the trade of the country must progress in prosperity. The sale of Goods has not been nearly so brisk this week as manufacturers had generally anticipated; still the reduction on Cotton or Yarns is very slight, with the expectation that trade will revive in a short period, considering the immense demand that must arise in connection with the continued outpouring of emigration to America and Australia.

The British Funds during the week have been tolerably steady, although not now quite so high as at the commencement of the week. With the cessation of the purchases for Government, and no demand for investment on the part of the public, the market has been characterized by an absence of buoyancy.—*Willmer & Smith.*

Liverpool Timber Market, July 23.—The import of Pine Timber is much later than usual. One cargo has arrived from Quebec, which has been sold at 14½d per foot for 50 feet average. There has been no arrival of St. John Pine since our last. Several cargoes of Deals have arrived lately from St. John, and found purchasers as follows, viz:—Ex *North Atlantic* and *America*, at £8 16s. 8d. per standard; ex *Devon*, at £8 16s. 8d. with 17 mille Palings at 30s. per mille; ex *Constance*, at £8 15s., and ex *Teal*, at £8 12s. 6d.—From St. Stephen's three cargoes ex *Cleopatra*, *Grace*, and *Claremont*, at £8 10s. per standard; from Magaguadavic, the cargo ex *Edward O'Brien*, at £8 12s. 6d., with the Deals, 12 inch and upwards, at £8 5s.—A cargo of Spruce Spars, ex *Alert* from St. John, sold at 16½d. per foot, with the Rickers under 22 feet at 12d. each, and those 22 ft. and upwards at 20d. each. The stock of Railway Sleepers is much reduced—they are worth 3s. for Hackmatack 9x10x5, and 2s. 3d. for 9x9 4½.—*Farnworth & Jardine.*

THE RESULT OF THE ELECTIONS.—The *Times*' summary gives the following results:—Liberals, 270; Derbyites, 258; Liberal Conservatives, 68; total, 596.

The *Globe*, last night, makes the following estimate:—Free Traders and Liberals, 303; Ministerialists, 268; doubtful, 36.

The following additional returns were received by telegraph last night:—Galway County, Longford County, Meath County and Kilkenny County, each 2, and Clare County and Flintshire, each 1 Liberal. Down County and Dublin Co., each 2, and Clare County, 1 Derbyite.

Thus it will be seen that Mr. Sharman Crawford has been thrown out in Down, and Ellis and Butler in Kilkenny, the Hon. Mr. Butler only polling 441, against Sergeant Shee's 2,152. In Meath we regret to find that Grattan polled only 419, against Lucas's 1,715.

Carlow.—First day: Bruen, 494; Bunbury, 493; Ball, 498; Hugh, 491. Bruen and Bunbury are Derbyites.

Ross (Cromarty).—Mathieson has been elected.

Northumberland, (N.)—Close of the poll: Lorraine, 1289; Grey, 1196; Ossulton, 1171.

Flintshire.—Gross poll, second day: Mostyn, 1076; Peel, 503.

Isle of Wight.—Harcourt elected; Dawes resigned.

Without reference to yesterday's returns, there will be in the new Parliament:—Members not in the last Parliament, but many of whom had been in the preceding Parliament, 168; Members who sat in the last Parliament, but who have retired or been rejected, 172; Members who have been returned for places different to what they represented in the last Parliament, 23.

The following places have still to make returns:—Antrim (county), Caithnesshire, Donegal (county), Kildare (county), King's County, Leitrim (county), Mayo (county), Monaghan (county), Orkney and Shetland, Sligo (county), Tipperary (county), Tyrone (county), Waterford (county), Wexford (county), Wick (district).—*Liverpool Journal, July 24.*

THE NEW PARLIAMENT.—The Parliament will consist of—English and Welsh city and borough members, 333; English University members, 4; English and Welsh county members, 159; Scotch members, 53; Irish members, 105; total, 654. The following have been elected representative Peers for Scotland:—Lords Tweeddale, Morton, Home, Strathmore, Airlie, Leven, Selkirk, Orkney, Seafield, Saltoun, Grey, Sinclair, Elphinstone, Blantyre, Colville and Polwarth.

Queen Victoria, Prince Albert and the Court, had embarked from Osborne on board the Royal steam yacht Victoria and Albert, for a few days' cruise to the Westward. They were accompanied by a steam squadron, consisting of the Retribution, Odin, Mazarine, Samson, Baraconta, Black Eagle, Viper, Fairy and Elfin.—Her Majesty returned to Osborne on Thursday evening, and the armed escort arrived at Spithead the next morning.

It is confidently said that Sir Stratford Canning (who has just taken leave of his diplomatic responsibilities in Turkey) is now on his way home, to take the office of Secretary for Foreign Affairs, in the room of Lord Malmesbury.

The Crystal Palace has been now nearly all removed.

The West India Mail Steamer Parana arrived at Southampton on the 17th, with $805,579 in specie on freight, of which $199,182 was in gold from California.

The Hon. C. S. Hardinge, son of the Master-General of the Ordnance, on his re-election for Downpatrick, gave £300 to the local public institutions.

At the Down Assizes, several persons were convicted on a charge of unlawful assembly and procession at Newtownwards, on the 12th inst.

The *Kilmarnock Journal* estimates the loss the town has suffered by the late floods at £50,000.

MR. MURRAY'S CASE.—The last letters from Ancona state that Mr. Murray is still in prison, and so ill that it is not expected he will live many months. The opinion of the legal persons who have been ordered by the English Government to investigate his case is, that he has not been guilty of murder, or complicity of murder; but that he certainly did not display any energy in the protection of the persons who were entrusted to his charge; and that his intimacy with men of ferocious character, known enemies of order, was such as to create a suspicion that he favoured their views.

THE ARCTIC EXPEDITION.—The Isabel, screw steamer, Captain Inglefield, R. N., having arrived at Peterhead on the afternoon of the 9th instant, filled up her crew immediately, and sailed for the Arctic Seas on the 10th Capt. Inglefield's intention, it is understood, is to reach the most northern coast of Baffin's Bay, and, if possible, enter Smith's Sound, upon the practicability of which his future operations depend.

DEFEAT OF THE YACHT AMERICA.—*Cowes, July 22.*—The match for the Queen's Cup; course, round the Isle of Wight. The Arrow won, beating the Mosquito by two min., and the America by two minutes, three seconds.

DISPUTE AS TO A VESSEL.—M'CALMONT v. RANKIN.—In the Court of Chancery, on Wednesday, an appeal in this case was heard from a decree of the Vice Chancellor Wigram, dismissing the bill with costs. The plaintiffs are merchants in Liverpool, and the defendants are also merchants of the same place, with a branch house at Miramichi, in North America. In 1841, three brothers, H., J., and D. Mackay, were in business as timber merchants, at St. John, New-Brunswick, and two other Mackays were their agents and correspondents in Liverpool and Glasgow. They were, in June in that year, considerably in debt to the M'Calmonts, and being pressed for some return, they advised the plaintiffs that they intended to launch the barque Miracle, and send it with a cargo to Liverpool. Before the sailing of the vessel, the firm in St. John received a notice from their correspondent in Liverpool, that they must stop payment in consequence of the failures of other houses, and that the debt to the plaintiff was reduced to about £4000. The House in St. John, on receiving this notice, sold the ship Miracle, to a Messrs. Crane and M'Grath for a sum of £4000, and they, being registered as the owners, sold her to Mr. Pollok, a managing partner of the firm of Rankin & Co., the defendants. The Miracle arrived in Liverpool on the 20th of September; on the 21st the Mackays were declared Bankrupts, and on the 2d October the defendant, in answer to the claim of the plaintiffs, declared that the ship was fairly purchased and paid for by them, and that they would allow of no interference with their rights. The Vice-Chancellor was of opinion that the plaintiffs had no claim on the ship, but he gave them liberty to try their right at law, to the proceeds of the cargo, and that question was decided in their favour.—After a lengthened hearing, the Lord Chancellor affirmed the decree of the Vice-Chencellor, and the appeal was dismissed without costs.

THE CONTINENT.—A letter from Berlin, of the 19th instant, says:—"Accounts from every part of the country, especially the Rhenish provinces, are highly satisfactory, in regard to the state of the harvest. All the dismal prospects of an unfavourable winter and a late spring have given place to the expectations of a more than usually abundant crop. This is the case not only with the corn and other produce of the field, but the potato, which has failed for the last eight years, has recovered itself, in consequence of the magnificent weather. Even the vine, the staple of many of our provinces, which appeared in an utterly hopeless state, has revived.

From the Saxon provinces the reports are equally satisfactory, and, if possible, still more cheering. The vegetation has been quite unequalled by that of late years, and is as magnificent as those of 1811 and 1834.

FRANCE.—On 17th July, Louis Napoleon proceeded from Paris to Strasbourg; and the affected anxiety of the French capital was gratified by constant telegraphic announcements of his progress, the enthusiasm with which he was received along the new railway, and his safe arrival at the terminus.

The occasion of the President's visit was the opening of the new section of the Railway between Nancy and Strasbourg. The total length of the railway from Paris to Strasbourg is 311 English miles. The cost of its construction will have amounted to £10,320,000, of which £4,800,000 will have been furnished by the State.

Rumours of an intended marriage between the President of France and a Princess of Baden gain ground.

Petitions for the establishment of the Empire are again being got up in several places under the patronage of the local authorities.

On Wednesday evening, Field Marshal Excelmans was thrown off his horse on the road from Sevres and was killed.

The Piedmontese Government has authorised surveys to be made for a railway from Modena to Chambery and Genoa.

SWITZERLAND.—The Frankfort Journal of the 17th quotes the following, dated Berne, the 14th: "It is said at Berne, that the London Protocol, recognizing the sovereignty of the King of Prussia over the canton of Neufchatel, but which has not been communicated to the Federal Council, would disappear from the political scene, should the Derby Ministry retire. It is added, that in case Lord Palmerston should re-enter the cabinet, France, who refused to concur in the communication of that act to the Federal Council, would cease to be a party to the Protocol."

TURKEY.—Accounts from Constantinople of the 5th of July, indicate that the Porte is again getting into trouble. The French Ambassador had commenced proceedings to obtain just reparation for the bad treatment which had been inflicted on a French subject; but there is every reason to hope that the affair will be terminated in a satisfactory manner.

The Turkish Government has ratified the arrangement concluded between the authorities of Damascus and Druses, by which the latter engaged to furnish contingent recruits after the harvest. A large sum of money has been deposited by them as security for the fulfilment of their engagement. In the Province of Bagdad, the operations of the imperial troops against the Arabs had been interrupted in consequence of the extreme heat.

We learn by the news from India the death of the Burmese sovereign; and it is probable that his decease may lead to a speedy termination of the war.

THE SAINT JOHN CIRCUIT COURT was opened on Tuesday morning last, at the Court House in this City, with the usual form—His Honor Judge Street presiding. The Grand Jury having elected Alexander Balloch, Esq., as their Foreman, His Honor, in a somewhat lengthy charge, referred to their duties with respect to several bills which would be submitted to them, particularly with regard to the Steamboat collision on the river, in May last, by which several lives had been lost. After congratulating them upon the brightening prospect with regard to the European and North American Railway, His Honor concluded his address by referring to the Grand Provincial Exhibition which is to take place at Fredericton, in October next, which he hoped our citizens would not fail to view in a proper light, by doing all in their power to promote an object which promised to be beneficial to the Province at large.

There were only six cases on the Sheriff's calendar—four of them cases of homicide, occasioned by the Steamboat collision. The others were a case of larceny, and an assault, with intent to do grievous bodily harm.

Fifty-three civil causes were entered for trial, in addition to two which remained over from last term The Court is now engaged with the first case entered at the present sitting.

We understand that A. C. Morton, Esq., C. E., of Portland, arrived in this City on Thursday evening, and that Messrs. Baillie and Campbell, the Railway Engineers from England, who came out in the Mail Steamer *Niagara*, to Halifax, will probably arrive this evening by the way of Dorchester. It is reported that Mr. Archibald passed through St. John on Wednesday, on his way to New-York, to meet Mr. Jackson, M. P.

Railway matters now seem to be on the way of progression, and we trust that nothing may occur to mar the present favorable prospects.

THE FISHERIES.—The United States Steam Frigate *Mississippi*, having on board Commodore Perry, arrived at Eastport on Thursday last, and is expected in this harbour during the afternoon, or as soon as the weather clears up. Captain Adams, who is attached to the *Mississippi*, came up in the Steamer *Admiral* on Thursday afternoon, for the purpose of making arrangements about a pilot, and other business connected with the fishery question. Captain Adams has had interviews with Members of the Provincial Government, and in company with the American Consul at this port, visited several of our public offices yesterday, where he received all the information possible relative to the recent seizures of the fishing vessels. We have no doubt that when the Commodore learns all the particulars of the cases in question, he will find that there is not the slightest reason whatever for complaint against the British Government, as it does not appear to be their intention to adopt these stringent measures, unless the fishing vessels are actually found breaking the law within three miles of the shore.

We understand the *Mississippi* will proceed on a short cruise up the Bay of Fundy, and then round to Halifax, where the Commodore will probably have an interview with the British Admiral, after which she will proceed to New-York, so as to arrive there by the 1st of next month.

We feel confident that all the protection the Commodore can afford American fishermen will be to advise them to keep within the strict letter of the Fishery Convention, otherwise they must stand the consequences themselves.

The proceeds of the Schooner *Coral* and cargo, &c., sold last Monday by the Controller of Customs at this port, amounted to £48. The *Hyades* will probably be sold in about two weeks from this time.

The proprietors of the Steamer *Admiral*, on learning that the Hon. DANIEL WEBSTER contemplated visiting New-Brunswick, promptly tendered to him the hospitalities of their splendid vessel, and have received a letter from the Hon. Secretary of State, politely acknowledging their attention, and informing them that matters of great national importance render it impossible for him to accept their proffered courtesy at present.

REED'S POINT IMPROVEMENTS.—Messrs. James Stackhouse, Jun., and Griffith Stackhouse, of Carleton, have contracted with the City Corporation to make the contemplated erections for Steamboat Landings, &c. at Reed's Point, for the sum of £9650. The work is to be proceeded with at once, and completed by the 1st of November, 1853.

SALE OF VALUABLE PROPERTY.—On Wednesday last the valuable property known as Paddock's Wharf, was put up at public sale by Mr. W. D. W. Hubbard, on account of the heirs, and bid off for the large sum of £7000. The property has a front of 150 feet on Water-street, and pays a rent of £10 per annum to the City.

Another portion of the late Dr. Paddock's estate, comprising the ground fronting 100 feet on Prince William-street, and extending along Duke-street to Water-street, where it is of the same breadth, with some buildings which are of no great value, was sold at the same time in lots, and brought £2278.

ALBERT COUNTY.—There has been quite an excitement in this County during the last two or three weeks, on account of a very important law suit which has been tried before the Supreme Court recently in session at Hopewell, and presided over by His Honor Judge Wilmot. The case to which we allude was an action of trespass brought against Wm. Cairns, Esq., by Dr. Gesner. Mr. Cairns is associated with Edward Allison, Esq., of this City, and other capitalists in the United States, as partners in the Albert Coal Mining Company, who purchased from the Messrs. Duffy at a heavy expense, certain Government leases to mine gold, silver, coals and other minerals in the County of Albert, and under these leases, after extensive preparations, extracted large quantities of a substance supposed by them to be coal. Dr. Gesner and others however, failing in their effort to secure these same mining leases, purchased the lease of the land itself from the owners, and on the ground that the substance extracted was neither gold, silver nor coal, but asphaltum, attempted to prevent the Albert Coal Mining Company from carrying on their operations. The whole question, therefore, resolved itself into this, whether was the substance extracted coal or asphaltum. As there were several other suits depending upon this question, it was arranged that they should be decided by the result of the first one, which was opened by Albert Smith, Esq., on the part of the plaintiff, on the morning of the 20th ult., and brought to a conclusion on the evening of Tuesday the 3d inst., by the Jury unanimously giving a verdict for the Defendant, Mr. Cairns—the trial occupying thirteen days. The Jury was a special one, and carefully selected; and from the fact that they only retired for ten minutes after the Judge had summed up, we may presume that they had not much difficulty in coming to the conclusion they did. The evidence on both sides was very voluminous, and principally of a Geological and Chemical nature. It was thought by some that the Jury would have given in a verdict for the defendant at the conclusion of the evidence on behalf of the plaintiff, but the Mining Company were anxious to produce such an amount of incontestible evidence from scientific men of eminence in the United States, as would finally set the matter at rest; amongst their witnesses were Professor Silliman, Drs. Percival, Hayes, Jackson, Torry, Ellet and Deck; Messrs. Teschmacher and Peebles were also examined on behalf of the defendants. On behalf of the plaintiffs, Dr. Robb, of Fredericton, Drs. Wetherall, Liddy, Antisell, and Professor Taylor.

From what we could learn of the particulars of this case from the commencement, we are much gratified at the result of the trial in this instance, as we have all along had but one opinion in the matter, viz: that Messrs. Allison, Cairns, and their co-partners were the real and bona fide proprietors of these mining leases, and that under these leases they were entitled to extract the substance in dispute.

D. S. Kerr, Albert J. Smith, and C. Milner, Esquires, conducted the case for the Plaintiff; and for the Defendant, the Hon. J. A. Street, Attorney General, Hon. J. H. Gray, J. M. Johnson, Esq., of Miramichi, A. C. Palmer, Esq., of Dorchester, and Bliss Botsford, Esq., of Moncton.

RAILWAYS IN MAINE.—We are informed that a meeting was held last week, in Bangor, for the purpose of organising operations to carry forward the Maine portion of the European and North American Railway. For the portion of the road between Waterville and Bangor, (fifty-five miles,) four hundred thousand dollars have been subscribed, and it is not contemplated that there will be any difficulty in speedily completing this portion of the line. For the road Eastwardly, one hundred thousand dollars was subscribed, and it is expected that the credit of the City of Bangor will be loaned to the extent of one million of dollars. It may, therefore, be considered a settled point, that our friends in Maine will be quite ready to meet us at the Boundary.

It is not known that any movement has yet taken place in Nova-Scotia, for the purpose of redeeming the pledges made at the Portland Convention; but we feel satisfied that common sense and the force of public opinion will soon guide the present contending parties into the right track. Nova-Scotia presents a melancholy instance of the unhappy position into which a country may be brought by the unchecked prevalence of selfishness and party spirit. Honesty, honour, truth, decency, and the advancement of the country, are all alike sacrificed on the altar of the demon of discord and self; unblemished character, sound judgment, and respectable station, are held in light esteem, while foul-mouthed ranting demagogues are advanced to places of honour. This state of things cannot surely continue long. The good sense of the community must soon revolt at it, and bring about a change for the better.

The Equitable Fire Insurance Company of London is doing a very extensive business in the North American Colonies, having branches in St. John and in all the principal cities in the Provinces. We understand that immediately upon news of the late disastrous fire at Montreal reaching London, the Board, without knowing the extent of their losses, directed that *the whole* amount should be drawn for *at once;* and the Local Board at Montreal on *the day after the fire* paid to the policy holders *one fourth* part of the amounts insured in *advance.*

When great calamities like the Montreal fire occur, it is satisfactory to find that there are Offices not only able but willing to meet their liabilities with promptitude and fair dealing. The public would do well to be careful in making insurance to select offices of good reputation and of large funded capital.

ORDWAY'S SERENADERS.—In consequence of the success achieved in this City during the past week by this unrivalled company of vocalists and musicians, and at the request of many of their admirers, they will prolong their stay with us during a portion of the ensuing week. As is announced in their advertisement in our columns, the enterprising manager, Mr. Ordway, intends to favour the musical votaries of this City by producing a *melange* of admired operatic music and songs, combined with a few of the most irresistible "Ethiopian gems." The talent shown in delineating Negro character and peculiarities, as also the sustained humour evinced by "Jerry Bryant," a member of the above corps, is deserving of notice, and nightly elicits applause and laughter from full audiences.

GREAT ROWING MATCH.—Preliminary arrangements have been entered into for a rowing match in four-oared gigs, to come off in New-York harbour on the 7th October next, between Indian Town and New-York oarsmen, for $1000 a side. A deposit of $50 has already been made on behalf of each party, and a meeting of persons who take an interest in the match was held last evening at the St. John Hotel, when it was agreed to open lists for parties who may be desirous to take a part in the main bet, and to hold another meeting at the Hotel next Monday evening, at eight o'clock. Lists will be found at Mr. John Walsh's, Portland; Mr. J. B. Travis', Indian Town, and Mr. T. M. Reed's, Market Square, St. John.

MELANCHOLY ACCIDENT.—A house was burned at Sackville, last week, belonging to Mr. Charles Bulmer. His daughter and two grandchildren perished in the flames.—*Chr. Vis.*

Among the sufferers by the burning of the steamer *Henry Clay*, we find the names of Mrs. Marcher, aged 57 years, and her son, Mr. G. K. Marcher, of New-York—Mrs. M. was daughter of the late Seth Seely, Esq., of this City.

AMERICAN FISHERMEN.—Several individuals who have been engaged on Fox Island during the present season in curing salmon, inform us that scarce a day passed over without their seeing twenty or thirty American craft at anchor, fishing at a short distance from the island. On the 5th the crews of several vessels landed for the purpose of celebrating on shore their national Anniversary of Independence. A number, we understand, also came on shore at Burnt Church for the same purpose.—*Miramichi Gleaner.*

EARLY OATS.—We were this morning presented with several stalks of well filled Oats, cut by Mr. William Scott, of Douglastown. He informs us that the seed was sown on the 5th May, and that he reaped the grain on the 31st July. He promises to furnish us with an account of the seed sown and the quantity produced.—*Ibid.*

H. M. Steam Sloop *Basilisk*, another of the fleet intended for the protection of the Fisheries, arrived at Halifax on Saturday morning last, in twenty-three days from Portsmouth, England.

THE MONTREAL FIRE.—The result of the Executive Committee's investigation in regard to the loss by the recent fire in Montreal, fixes the sum at $2,000,000. It has been determined by the Committee to ask Government for a loan of $800,000, to enable the poor proprietors of lots to rebuild, for the repayment of which, the city, in its corporate capacity, will become responsible: the buildings to be either of stone or brick. For the present use of those who have no home. The committee have issued proposals for the erection of three sheds, to be of wood, fitted in with brick, each 240 feet long.

The collections in New York for the sufferers by the Montreal fire amount to $16,240, of which $15,000 has already been remitted.

The Revenue cutter Taney, Capt. Martin, was upset by a squall in New-York harbour on Tuesday last, and of thirty persons who were on board at the time, four are known to have perished, and six others are supposed to have shared the same fate.

NEW YORK, Aug. 4.—A letter dated Lima, July 10, states that the Peruvian Government have authorized the guano consumers of that city to load several vessels at the Lobos Islands, and that four or five English and one American vessel would be there in a few days for that purpose. A Governor and a body of troops are now at the Islands, as well as the steamer of war Rencon, and an armed brig, for the purpose of protecting the rights of Peru.

FROM GUATEMALA.—Advices under date of 14th June, received in this city, in relation to the cochineal crop, state that it has been nearly destroyed. The quantity secured is about 3000 bales—against 14,200 last year; and many vessels have been obliged to leave the coast, without being able to secure a cargo.—*Boston Cour.*

DR. WATTS, at Nottingham, has received a vote of thanks from the poor-law guardians of that place for his cure of a pauper afflicted with chronic rheumatism. The cure was effected by an application of ice.

By Telegraph to the News Room.

NEW-YORK, August 6.

A despatch from Washington says that Webster and Crampton have agreed upon a temporary settlement of the Fishery question; that the latter has written to Government, urging a suspension of orders issued, and the withdrawal of the additional naval force, the subject being under discussion in the Senate and been postponed till the 12th inst. In the House an amendment has been adopted to the Appropriation Bill, authorising the President to levy lighthouse duties on foreign vessels, intended doubtless as retaliation against the Fishery restrictions.

The American Ministers at London and Berlin have obtained permission to return home; their successors have not yet been appointed.

The coroner's jury, in the case of the Henry Clay, have rendered a strong verdict, implicating the officers and hands, who have all been arrested and held to bail in $10,000 each.

There was a destructive fire at Savannah, on 3rd inst. Sixty or seventy houses, mostly wood, were burned.

The steamer *Niagara* arrived at Boston about 5 P. M., on 5th. Mr. Crampton has ordered Admiral Seymour to make no more captures until further notice.

☞ The Rev. F. TOMPKINS, A. M., of Gorham College, Liverpool, (N. S.) will preach in the St. John Presbyterian Church, to-morrow, at 11 A. M., and the Rev. Mr. PEART, of Musquodoboit, (N. S.) will preach at 3 P. M.

UNION STREET CHURCH.—The Rev. Mr. PEART, of Musquodoboit, Nova-Scotia, will preach in the forenoon, at eleven o'clock, and Rev. FREDERICK TOMPKINS, A. M., of Gorham College, Liverpool, (N. S.) will preach in the evening, at six o'clock.

☞ The Rev. ANDREW STEVENSON, of New-York, will preach in the Reformed Presbyterian Church, Sydney-street, on next Sabbath, at three and six o'clock, P. M.—Seats free.

MARRIED,

On Friday evening last, by the Rev. I. W. D. Gray, D. D., Mr. John Alexander, Cabinet Maker, late of Ayr, Scotland, to Miss Ann Hamilton, of this City.

On Sunday evening, Aug. 1st, by the Rev. E. N. Harris, Mr. John Mailman, of Carleton, to Miss Mary P. Eaton, of this City. Mr. Mailman and his bride are on the eve of departure for Australia.

On the 31st ult., by the Rev. R. Wood, Miss Deborah Scovil Wiggins, fifth daughter of Mr. Wiggins, of Waterborough, to Mr. James William Cody, of Johnston.

At Trinity Church, Liverpool, N. S., on the 20th ult., by the Rev. E. B. Nichols, A. M., the Rev. D. W. Pickett, A. B., of Kingston, N. B., and Helen, youngest daughter of the late Jos. Boyle, Esq.

At Wallace, (N. S.) by Elder W. G. Parker, on the 12th ult., Mr. William Mills, of Goose River, to Miss Mary O'Brien, of Wallace, Cumberland County.

At Gaspereaux, Westmorland, N. B., by the same, Mr. William Bent, of Amherst, N. S., to Eunice, eldest daughter of John Bent, Esquire.

At St. Philip's Church, Liverpool, on the 18th July, Mr. Wm. Henry Leavitt, of this City, to Anne, only daughter of Mr. Philip Crelin, of Liverpool.

DIED.

On Saturday last, Mr. Samuel Steven, Professor of Music, aged 35 years.

On Saturday, after a tedious illness, John, son of Mr. John Scott, Branch Pilot, aged 10 years.

On Saturday night last, aged 41 years, Elizabeth, wife of Mr. John Mercer.

On Saturday, Mrs. Hannah Baldwin, wife of Mr. Thomas Baldwin, in the 68th year of her age. Her end, it may be truly said, was peace.

On Sunday morning, Mr. John Caleb Ward, aged 39 years.

On Monday morning, Anastatia, relict of the late Mr. John Gilhooley, of this City, aged 44 years.

On Monday evening, Richard Fallis, aged 17 years and 7 months.

On Wednesday evening, Kate, infant daughter of the late Barzillai Ansley, Esq., aged one year and seven months.

On the 4th inst., Mrs. Martha Ross, wife to Mr. John Ross, of this City. Her end was peace.

On Friday morning, 6th instant, after a short but severe illness, which she bore with pious resignation to the Divine will, Mrs. Mary Fitzmaurice, widow of the late John Fitzmaurice, of Windsor Road, Nova-Scotia, in the 79th year of her age.—Funeral at 2 o'clock P. M., on Sunday, from the residence of her son, Pond-street, when friends are respectfully invited to attend.

In Portland, on Wednesday last, Mr. Hugh Campbell, Ship Carpenter, leaving a wife and family to mourn their loss. His death was the result of injuries received by a fall on the preceeding Monday—a plank on which he was at work on a new ship in Mr. Briggs' yard, having given way.

After a short illness, at St. Martins, on the 22d ult., Hannah, wife of Deacon Ebenezer Vaughan, leaving a husband, with two children, and a large circle of relatives and friends, to mourn their bereavement.

At Sussex Vale, on the 30th ultimo, Catherine Elizabeth, eldest daughter of Wm. Stone, Esquire, aged 18 years.

At Hopewell, Albert County, on the 28th ult., Isabella Margaret, daughter of John M'Almon, Esq., aged two years and eight months.

At Fredericton, on the 30th ult., George Forester, only son of George Botsford, Esquire, aged 10 months and 27 days.

At Windsor, Nova-Scotia, on the 26th July, James DeWolf Fraser, Esq., Barrister at Law and Representative of the Township of Windsor in the General Assembly, in the 48th year of his age.

In Happy Valley, California, on the 29th June, at the residence of his brother, Mr. John Hayward, formerly of St. John, N. B., aged 28 years.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Saturday—Steamer Admiral, Wood, Boston—Geo. Thomas, passengers and merchandise.

Sunday—Ship Eudocia, Robertson, New-York, 5 days—J. & R. Reed, flour, &c.

Barque General Taylor, Mitchell, New-York, 7—J. L. Woodworth, ballast.

Brigt. Rose, Norman, Boston, 2—Berton Brothers, ballast.

Monday—Brigt. Orion, Furnas, Providence, 6—Master, ballast.

Tuesday—Schr. Exile, Gilliatt, Lynn, 2—Master, ballast.

Steamer Eastern City, Blanchard, Boston—L. H. Waterhouse, passengers and merchandise.

Wednesday—Steamer Creole, Winchester, Boston—R. P. McGivern, passengers and merchandise.

Thursday—Schr. Charles, Simpson, Halifax, 6—G. & J. Salter, general cargo.

Steamer Admiral, Wood, Boston—Geo. Thomas, passengers and merchandise.

Friday—Barque Graf Von Schleiffen, Korff, New-York, 10—Chas. Brown, ballast.

This day—Steamer Maid of Erin, Belyea, Portland—Thos. Parks, passengers and merchandise.

COASTWISE.

Monday—Schr. Hope, Melanson, New Edinburgh, fish, lumber and eggs.
David Campbell, Campbell, Maitland, lathwood, &c.
Tuesday—Schr. Swallow, Adams, Musquash, wrecked goods.
Alonzo, Gilliatt, Cornwallis, potatoes, butter and eggs.
Wednesday—Schr. Sarah, Parker, Annapolis, cordwood.
Brunswick Lyon, Craft, Cumberland, deals.
Willing Maid, Outhouse, Fishing Voyage, fish and oil.
Jim, Minness, Aylesford, cordwood, cattle, &c.
Pilot, Slocomb, Annapolis, staves, cheese, &c.
Henrietta, Connor, Parrsboro, deals and butter.
Mechanic, Slocomb, Wilmot, cordwood.
Isaiah, Fowler, Quaco, ballast.
Thursday—Schr. Fame, Nickerson, Joggins, coals.
Zephyr, Beeler, Bear River, cherries, eggs, &c.
British Hero, Lawrence, Cumberland, deals.
Good Will, Brundage, Cumberland, deals.
Exile, Hatfield, Parrsboro, deals.
Patriarch, Rice, Digby, cattle, &c.
Highland Mary, Colson, Musquash, wrecked goods.
Wilmot Packet, Harris, Wilmot, cordwood, &c.
Unicorn, Reid, Londonderry, pig iron.
Digby Packet, Turnbull, Digby, potatoes, eggs, &c.
Steamer Fairy Queen, Edgett, Petitcodiac, oysters.
Commodore, Belmour, Sackville, passengers.
Friday—Schr. Laleah, Cochrane, Wilmot, horses, &c.
Gipsy, Slocomb, Wilmot, cattle, lambs, cheese, &c.
Hope, Seaman, Sackville, building stone.
Saturday—Steamer Pilot, Leavitt, Annapolis and Digby, passengers, &c.

CLEARED.

July 31st—Brig Charles Hammerton, Robinson, Ballyshannon, deals—Kirk & Worrall; Schr. Cuba, Kavanagh, Boston, hackmatack knees, boards and shingles—T. McHenry.

Aug. 2d—Ship Speed, Grundell, Liverpool, timber and deals—S. Wiggins & Son; Barque Charlotte of Derby, Marshall, Hull, timber and deals—John Robertson; William Carson, Vaughan, Dublin, deals—R. Rankin & Co.; Brig Huron, O'Hara, New Haven, boards, shingles, &c.—E. D. Jewett & Co.; Urda, Hvistendahl, Hull, deals—S. Wiggins & Son; Schr. Louisa, Bissett, Boston, alewives—J. Noble.

3d—Barque Soflid, Tenglesen, London, deals—H. Garbutt; Brigt. Three Brothers, Knowlton, Sydney, (C. B.) ballast—Master.

4th—Ship Provincialist, Shields, Londonderry, timber and deals—S. Wiggins & Son; Barque Ashley, Betts, Liverpool, timber and deals—S. Wiggins & Son; Brig Maria, Rehberg, London, deals—Lunt & Pickup; Schr. Mary Ann, Winchester, Bay Chaleur, salt, flour, &c.—McMorran & Dunn.

5th—Barque Nimrod, Nichols, Gloucester, deals—John Robertson; Londonderry, Burr, Dublin, deals—R. Rankin & Co.; Schr. Exile, Gilliat, Providence, clapboards—E. D. Jewett & Co.; Martha Greenow, Robbins, Boston, alewives—R. Rankin & Co.

6th—Brig Salisbury, Hale, Bristol, deals—John Robertson; Fergus, Small, Belfast, deals—Joseph Fairweather; Schr. Western, Reynard, Eastport, pickets—Kirk & Worrall.

7th—Barque J. S. DeWolf, Bradshaw, timber and deals—Chas. Brown; Schr. Mary, O'Mahony, Boston, lumber and scrap iron—Geo. Eaton.

Steamer *Maid of Erin* passed yesterday, off Monhegan, a vessel upset—apparently a brigantine—called the *Friendship*, everything gone above the lower masts; wreckers on board.

Brig Charlotte, of St. John, from Cienfuegos, ran ashore, 24th June, on Grecian Shoal, Florida coast; she was got off by the wreckers, who threw overboard the ballast, and she arrived at Key West; she was examined on the 28th, and the Surveyors reported her uninjured, and when ballast is replaced she may proceed to her destination. Arbitrators awarded twenty-seven per cent. salvage on $5600, their valuation of the brig; this amount, it is anticipated, will be advanced on bottomry.

The British barque Charlotte, from New Orleans for Liverpool, was destroyed by fire on the 31st July, at the S. W. Pass. Her cargo consisted of 1900 bales cotton. Officers and crew all saved.

Arrived at Barbados, July 1st, brig Princess, Belyea, Sackville; 6th, Caros, Ketchum, and Grenada, Kelley, do.—At St. Jago de Cuba, 7th, brigt. Village Belle, Davison, Halifax.—At New-York, Aug. 2d, brig Helen Stairs, Hayes, Shediac.—At Boston, 2d, barque Algoma, Anthony, Newport, (Wales.)—(By Telegraph)—At Quebec, Aug. 6th, ship John Miller, Vaughan, Liverpool.

Cleared at Savannah, July 27th, brig Stella, Henry, St. John; 29th, Urgent, do.—At Baltimore, 30th, ship Sewell, do.—At New York, July 29th, ship Conway, Marshall, Quebec; barque Emmayant, Olson, St. John; brig Seventeenth May, do.; Aug. 2d, Lochinvar, Lufkin, and Wm. Wetherle, Wescott, do.; barque Christopher Colon, Haskell, do.; schr. Windsor, Francis, do.—At Quebec, July 29th, brig Albert, Robinson, St. John; 30th, brigt. Progress, Desjardines, do.—At Montreal, 28th, brig Elzear, Bernier, do.—At Boston, Aug. 2d, barque British American, Thomson, and Amelia, Cann, do.—At Philadelphia, 3d, ship Cromwell, Barker, and brig Richard Cobden, Elder, St. John.

Sailed from Alexandria, July 23d, brigt. P. I. Nevius, Boddie, St. John.

Arrivals in Britain from St. John.—July 16th—Wolga, off Dover; Teal, at Liverpool; Swan, at Queenstown; 16th—Moro Castle, at Gloucester; 18th—Garland, at Queenstown; Ellen & Margaret, at Dublin; Faneuil Hall, and Bonito, at Liverpool; Elizabeth Holderness, off Portsmouth; 19th—Superior, at Londonderry; Maxwell, off Portsmouth; 20th—Charlemagne, at Liverpool; Glasgow, in the Clyde; 21st—Charles McLauchlan, at Belfast; 22d—Nova-Scotian, at London.

Arrivals from St. Stephens.—July 17th—Cleopatra, and Edward O'Brien, at Liverpool; 18th—F[...]ment, and Grace, at do.; Ganges, at King[...] 19th—Georgia, at Bristol; 23d—[...] verpool.

Arrived at Gravesend, July 22d, the [...] Magaguadavic.—At Liverpool, 16th, [...] Brewer, New Orleans; 20th, Falcon, [...] ville; 21st, Cora, from St. Andrews. [...] 31st May, ship John Fielden, Strang, [...]

Sailed from Liverpool, July 20th, [...] roline, Fox, St. John.—From Leith, [...] May, Ritchie, do.—From Ardrossan, [...] Sarah Millidge, Kendrick, Boston.

Loading at Liverpool, July 24, ships [...] Mosher, and Devon, Betts, do.—At [...] tæon, do.

Cleared at Galway, July 21st, the [...] for St. John.

Spoken—July 20th, lat. 43, long. [...] Cod, from St. John, for Liverpool; July [...] 51 N., long. 11 W., ship Cambria, [...] for St. John; 13th, lat. 51 N., long. [...] Thomas, of St. John, from Liverpool, [...] 14th, lat. 51 N., long. 28 W., ship [...] from Liverpool, for St. John.

PORT OF SHEDIAC, July 23d.—[...] George Marsden, Smith, Boston, to W. [...] Scovil; 31st, Nor. barque Ole Bull, [...] York—do.; barque Marchioness of [...] Ferguson, Philadelphia—do.; 25th, [...] Bernier, Quebec, flour, to do.

European and North American RAILWAY COMPANY.

St. John, N. B., 28th July, [...]

THE Annual General Meeting of the [...] holders of the EUROPEAN AND [NORTH] AMERICAN RAILWAY COMPANY will be [held on] Tuesday the 7th day of September next, [at ...] o'clock, P. M., in the Commercial Bank [...] in the City of Saint John, Province of New-Brunswick, for the Election of Directors and [...] for the ensuing year, and the transaction of [any] other business as may come before the Meeting.

R. JARDINE, P[...]

Office of the St. John Water Com[pany]

4th August, 18[...]

A DIVIDEND, at the rate of Six per cent. [per] annum to the first day of May last, upon the NEW STOCK of the Saint John WATER COMPANY, has this day been declared.

Payable at the Company's Office, on or after first day of September next.

By order of the Board of Directors,

JAMES ROBERTSO[N], Treas[urer].

At Mechanics' Institute

For Two Evenings more only, [...]

Monday & Tuesday, Aug. 9th [...]

BY urgent request of a great [number of] citizens of St. John who are anxious [to hear] a greater portion of White pieces, O[rdway's] ÆOLIANS will give two more Concerts.

The Manager returns his sincere thanks [for the] liberal patronage already extended, and [will give] on Monday evening a choice selection [of] pieces, with a few Ethiopian gems.

And on Tuesday Evening, August 10th, [a] well Concert of entire White pieces, [...] Gems from different Operas, with a [...] of Songs, Glees, Trios and Duets.—For [...] see small bills. Tickets 1s. 3d. Doors [open at ...] performance to commence at 8.

Aug. 7, 1852. J. P. ORD[WAY].

MR. GIANN[INI pre]sents his [...] to the Ladies and G[entlemen] of St. John, and beg[s to] inform them that [...] to promise, he has [vi]sited this City, [...] them to send their [...] to his ACADEMY at Lawrence's Hall before the 17th inst., otherwise he will be [...] to leave the Province, and accept engagements [else]where. Days of Tuition—*Tuesdays and F[ridays].*

Aug. 7.

GRAMMAR SCHOOL.

THE Duties of this Seminary were resumed on MONDAY last.—Classes have been [formed] in Latin, Greek, French, Geometry, Algebra, [Trigo]nometry, Geography, History, Composition, [&c.] Several vacancies have occurred, which it is desirable, should be filled up.

August 7th, 1852. JAMES PATERS[ON].

TO LET,

From the first of May next,

THE premises on the corner of [...] and Prince William-street, [...] back to Water-street, now occupied by Mr. T. C. Everitt, comprising [...] ing House, Warehouse, Foundry, &c.

The above property is well situated for [an exten]sive Foundry or other business, and additional [room] can be furnished, with a Wharf Privilege, [if re]quired, to the westward, and adjoining the [...]

Aug. 7. T. T. HAN[...]

NOTICE.

ALL Persons having any demands against the Estate of the late JOHN CALI[...] will please render the same within three [months] from this date, at the Office of A. R. W[...] Esq., and all persons indebted to said Estate [will] please make immediate payment to WILLIAM W. W[...]

Aug. 6, 1852.

WANTED.

A BOOK-KEEPER, who is acquainted [with] general Mercantile and Shipping Business, [to] obtain a permanent situation, on producing [re]ferences, and stating what salary would be [ex]pected. An elderly or middle aged practical man would be preferred. Apply at the Book Store connected with the Courier Office.

WANTED, at the North American Clothing Store, South side of King-street, a FORE[MAN] TAILOR. None need apply unless an experienced Cutter, and of steady habits.

August 7, ROBERT HUNT[ER].

Pork, Sugar, Tea, and Flour

Received by late Arrivals

Now in Store for Sale:

150 BRLS. Heavy MESS PORK, 100 Brls. Prime Mess do.
50 Hhds. Porto Rico SUGAR,
100 Barrels do. do.
100 Chests best London CONGOU TEA.

Also, to arrive in a few days from Montreal:

1500 Barrels Superfine FLOUR.

The above will be sold low for Cash, by
August 7.—2w R. RANKIN & CO.

Orrel Coals and Salt.

Expected to arrive per Ship 'Mary C[...]' from Liverpool, about the 20th inst.:

6000 BUSHELS Liverpool SALT, 1500 Sacks do.;
200 Sacks fine Stoved SALT;
150 Chaldrons best ORREL COALS.

Aug. 7, 1852. WILLIAM JA[...]

August 1st, 1852.

GROCERIES! GROCERIES!

JAMES MACFARLANE,

MARKET SQUARE.

In Store—(Bond, or Duty paid)

101 HHDS. and 10 Tierces [...] Matanzas MOLASSES, [*Early crop, and stored in a cool* ...]
25 Hhds. Porto Rico MOLASSES;
50 Hhds. Cuba and Porto Rico SUGARS;
100 Chests Congo, Souchong, and Pekoe [...] chong TEAS;
50 Half-chests and boxes Oolong, Fine C[...] &c. &c.;
50 Boxes TOBACCO, well assorted;
40 Boxes Java, Laguira, and St. Domingo COFFEES;
20 Casks Pale SEAL OIL; 10 barrels Dog[...]
300 Bags Liverpool SALT, fine and coarse;
Mould and Dip Candles, Soaps, Dye Woods [and] Dye Stuffs, Indigo, Spices, Cigars, &c. &c.

☞ A full Stock of articles in the Trade, for [sale] low. JAMES MACFARLANE.

Sugar, Molasses, Tea, &c.

In Warehouse and for sale at Market [...] *or Duty paid:*

100 HHDS. B[...] Clayed MO[LASSES] [...]
150 chests fine C[...]
20 brls. [...] well selected [...]

Aug. 7. JARDINE & CO.

[...]L SAWS. STANIFORTH & Co's. Gang, Cir[cular], Cross-cut, and Single MILL SAWS. [...]eived. W. H. ADAMS.

[...] August, 1852.