David Russell Jack

The Courier.

SATURDAY, AUGUST 21, 1852.

The Mail Steamer *Canada*, with English dates to the 7th instant, arrived at Halifax on Monday evening last, after a fine run of little over nine days from Liverpool, bringing an unusually large number of passengers—no less than 130. Among those who left the Canada at Halifax, were John Haws, Esq. and Capt. Albert Betts, of this City.

The news of the seizure of American fishing vessels had reached England, and had created some excitement, which will no doubt be allayed when the true state of the case is known.

THE POSITION OF PARTIES IN THE HOUSE OF COMMONS.—The members returned have been thus classified by the various London journals:—

	Min.	Lib.	Lib. Con.	Total.
The Times	284	309	58	651
Daily News	313	338	—	651
Chronicle	290	310	50	650
Herald	341	307	—	648
Post	335	366	—	651
Globe	289	329	36	654
Observer	287	329	34	650
Spectator	310	344	—	654

The number of Whig office-holders who have either declined any attempt at re-election, or have been defeated at the hustings, is large and peculiar. Amongst the defeated we find the following—Sir George Grey, late Secretary of State for the Home Department, and perhaps the most efficient and unobjectionable member of the Cabinet; Admiral Stewart, one of the Lords of the Admiralty; G. C. Lewis, Secretary of the Treasury; J. Parker, Secretary of the Admiralty; Lord Clarence Paget, Secretary to the Ordnance; Sir W. Somerville, Secretary for Ireland; Sir John Romilly, Master of the Rolls; and Mr. Bernal the Chairman of Committees of the House. Amongst those who refused coming forward for re-election were—Sir W. G. Craig, and Mr R. M. Bellew, both Lords of the Treasury; Mr. Hatchell, Attorney General for Ireland, Sir D. Dundas, Judge advocate; and Lord Marcus Hill, Treasurer of the Queen's Household.—The distinguished Peelites excluded are Sir G. Clark, Mr. Cardwell, Sir J. Nichols, Lord Mahon, and the Hon. G. A. Smythe.—The only man of name attached to the ministerial party who has been defeated is Mr G. F. Young, the Protectionist, abused of the *Times* and *Punch*. He lost his seat for Scarborough, because, under the impression that he would stand for the County of Cambridge, many of the Electors pledged themselves to the Earl of Mulgrave, who has great local influence.—Macaulay, Bulwer Lytton, Dr. Layard, and Charles Gavan Duffy figure amongst the one hundred and seventy new comers into legislative place.

Sir George Grey, Mr. Cornewall Lewis and Mr. Horsman are talked of as the Liberal condidates for the seat vacated at Peterborough by the death of the Hon. R. Watson.

The opinion is gaining ground in Great Britain as to the necessity of introducing the ballot at elections, in order, if possible, to neutralise the gross corruption and bribery that occur at these contests for the people's suffrages.

INTENDED VISIT OF HER MAJESTY TO BELGIUM.—His Majesty King Leopold of the Belgians is on the eve of leaving the palace at Lacken, near Brussels, for the palace at Antwerp, which has been newly renovated and decorated to receive his illustrious relatives, Queen Victoria and Prince Albert, and family, who, according to present arrangements, will sail in the Victoria and Albert yacht on Saturday, for the Belgian coast.

The *Galway Packet* says, "Herrings from Ssotland are now importing into Galway, and our fishermen of the Claddagh, who should be our purveyors, are at this hour in a state of pitiful destitution."

The document purporting to be a copy of the treaty between the three northern powers respecting the affairs of France, published in the *London Morning Chronicle* and other papers, sent per Africa, was spurious.

The Liverpool agent of the New-York press learns from Ostend, whence it was telegraphed from the Hague, that the Belgium States General had decided to reject the commercial treaty with France.

It was rumoured in Paris on Thursday afternoon that intelligence had been received of the bombardment of Tripoli, and its occupation by the French. Public Securities fell considerably at close of business. Four and Halves opened 105 50, closed 104 95; Threes closed 75 70.

Count D'Orsay died on Wednesday morning in Paris.

LIVERPOOL AUG 6.—Our commercial prospects remain very nearly the same as last week. Some disappointment, however, is certainly expressed that the resumption of business has not yet been so decisive as was generally anticipated; yet it cannot be doubted that with the continued increase of bullion in the bank, together with many other favourable indications, the commerce of the country must shortly progress in activity. Prices have slightly given way for Sugar, Coffee, Rice, and some kinds of Spices; previous rates being barely maintained for Tea and Cocoa.

Harvest operations are now pretty general all over the country; and though in many places serious damage has been sustained by the cereal crops, the yield is expected to be nearly an average, both as regards quantity and quality. Under these circumstances previous terms are but barely supported for Wheat and Flour, while Indian Corn commands rather better prices in consequence of the increased demand to supply the place of the potato, which is now generally admitted to have extensively suffered from the mysterious blight peculiar to that useful root.

The British Funds have suffered a sudden and rather considerable depreciation this week, brought about by a combination of various causes, among which we may enumerate the partial tendency to a reaction on the Paris Bourse, the Newfoundland fishery question, the bad accounts of the potato crop, and an impression that, owing to the large shipments of coin to Australia (supposed during the past fortnight to have amounted to about £700,000), the Bank bullion returns will be unfavourably affected, were all made use of by the speculators. The chief fall took place on Wednesday, on which day Consols fell to 100, and the closing price was only 99⅞ to 100, both for money and the 12th, exhibiting a fall since the previous day of ⅜ per cent. A feature of the market was the resumption of sales for time, which were effected as low as 99⅞, or actually ⅛ lower than the price for immediate delivery, as marked in the official list.—*Willmer & Smith's European Times.*

AUSTRALIA.—Advices from Port Philip, direct, to 22d April, have been received, from which it appears that the production of Gold was steadily increasing, and is now estimated at £100,000 stg. per week, or £5,000,000 per annum. The public revenue of the colony had increased £35,592 on the last quarter. By two vessels at London, 5000 bales of wool had arrived from Australia.

MEXICO.—If the *London Standard* be not misinformed, the maritime powers will be invited by England and France to consider the situation of Mexico, with a view to establish her independence, both financially and politically, so that a barrier may be established against the aggressive spirit of America in the south.

FRANCE.—Louis Napoleon has re-organised his Ministry, the *Moniteur* says in a "definitive" manner. M. Odillon Barrot still advocates constitutional Government, and in a letter which was forbidden to be published in France, but subsequently promulgated in England, he denounces in no measured terms the tyranny of the present dynasty. Cassibianca and Turgot have been shelved as Senators—the latter with a pension of 30,000 francs. The assertion that a combination of the crowned heads of Europe existed against Louis Napoleon, has been most emphatically contradicted by the *Prussian Gazelle*. Great preparations are making in Paris for the fete of the 15th of August.

SPAIN.—Difficulties and dissensions are the order of the day in the Spanish Cabinet. General Paria is said to have acquired a complete ascendancy over the Queen and King Consort. Great discontent prevails in Aragon, Catalonia, and Valencia.

SWITZERLAND.—The Grand Council of Switzerland have taken a sudden and important step. A society had been formed, called the Corporation of the Bourgeoisie of Valengin, composed of the partisans for the sovereignty of the King of Prussia in Neufchatel. At an extraordinary session held on the 29th and 30th ultimo, to consider the state of the country, the Grand Council, ordered, by a Majority of 69 to 11, the complete suppression of this dangerous political society.

PORTUGAL.—The Portuguese ministers have tendered their resignation, which the Queen refused to accept; the only alternative remaining after the defeat of the Government on the Finance Committee was to dissolve the Chamber of Deputies. This was done, and the Cortes closed. Lisbon was quiet.

The vine disease is making great ravages in France and Spain, and at Madeira fears are expressed of the total destruction of the vines on the island.

THE PROVINCIAL EXHIBITION.

On Thursday evening last, a meeting of the Local Committee and others interested in the success of this important project, took place in the Mechanics' Institute of this City. The chair was occupied by his Honor Judge Parker. Mr. Justice Street also attended, and took a marked interest in the proceedings.

Several members of the various Sub-Committees reported to the Chairman that the respective departments of Agriculture, Manufactures in Metal, Naval Architecture, Leather, Clothing, Furs, Soaps, Paper Hangings, &c. &c., would undoubtedly be efficiently represented in the forthcoming Exhibition by those engaged in the above departments in this City and adjacent parts.

Dr. Robb rose, and informed the meeting that he had recently waited on the various individuals engaged in the departments over which he had been called to superintend. He was satisfied that great zeal was generally felt for the success of this intended display and exposition of the agricultural, mechanical, and artistical capabilities of the Province. Some little apathy had been evinced by a few, and imaginary difficulties feared; but these objections had all been met, and satisfactorily removed. A field would be offered to all within the walls of the Fredericton Industrial Building for the display of whatever talent or capacity existed in the Province. If that display came short of what was due, it would be discreditable, and indeed injurious, to St. John. It was a project that could be only successfully carried out by all putting a shoulder to the wheel—not only in the way he had enforced, but by pecuniary assistance towards the inevitable heavy expense attending it. Of course, a report of what had been accomplished would, after the termination of the Exhibition, be drawn up and printed. This would be distributed gratuitously, and would swell the expenses necessarily incurred He (Dr. Robb) would remind the meeting that by that printed and widely published Report would the Province be estimated, as regarded the talent and capacity of its agriculturists, mechanists, &c., or as the field of mining and kindred operations, and also as denoting the quality and extent of the products of its soil, &c. All the other portions of the Province had subscribed, including the Agricultural Societies, and the sum collected amounted, he believed, to £300; and it was not to be supposed that St. John (a City distinguished for spirit and liberality,) would be behind on the present occasion. He (Dr. Robb) had ascertained that an objection had been expressed by many intending contributors to the expense which it was supposed would be incurred for the conveyance of articles to and from Fredericton. To this he would answer, that a certain sum would be given to the steamboat proprietors on the River, which, with the reduction it was expected they (the steamboat proprietors) would liberally and considerately make on the usual cost for transit, would enable all articles to be conveyed between Indian Town and Fredericton free of cost to the exhibitors. Thus, then, it was certain (and it was desirable that it should be universally known) that no cost would be entailed on parties forwarding articles to Indian Town for exhibition at Fredericton.

Mr. R. Jardine suggested that as many articles would necessarily be forwarded to and remain in Saint John some time prior to their conveyance from Indian Town, a request should be made to the proprietors of the Custom House building (whose courtesy he could answer for,) that a room in that building be set apart for the reception and safe keeping of such articles.

Mr. Woodward and Mr. McLardy made some observations, the latter reminding his Honor the Chairman that St. John had carried out the Industrial Exhibition in that City unaided by pecuniary assistance, and that a surplus had accrued therefrom, after paying all expenses.

Mr. Justice Street urged that, in the present case, many circumstances combined to make it requisite to have some security against the responsibility of inevitable expense; and that as many of our republican neighbours and others would surely visit the scene on which the Province intended to stake its credit for spirit and enterprise, it was wished to make the Provincial Exhibition emphatically a first-rate affair.

Mr. R. Jardine reminded the meeting that Fredericton, compared with St. John, was but a village; and that the latter possessed many conveniences which the former did not for the forthcoming display, and that expenses were incidental to one City which were not so in the other. It had been estimated that not less than £1400 would be expended in premiums, cost of building, printing, &c.

Mr. G. W. Smith moved, and Mr. McLardy seconded, that it be suggested to the Executive Committee that contributors' tickets of admission to the forthcoming Exhibition be issued to them at the reduced charge of 3s. 9d.—This was carried.

A Committee for collecting subscriptions having been appointed, and a liberal sum subscribed by the gentlemen present, the meeting separated.

The drawing representing the proposed erection at Fredericton was shown to the meeting. The building will somewhat resemble that erected in this City last year, and, like its predecessor, promises to reflect credit on the taste and skill of the architect, Mr. Stead.

THE CIRCUIT COURT still continues its sittings in this City, and some forty of the fifty-three civil causes that were placed upon the docket are yet to be disposed of.

On Tuesday last, the Indictment against Robert Stevens, Francis Paul, James Smith, and Alexander Christy, for Manslaughter, in causing the death of Thomas Casey, by their culpable inattention to duty, in permitting the Steamers *Transit* and *Anna Augusta* to come into collision on the River St. John, was tried. The examination of the witnesses for the prosecution having been gone through with, the Hon. Mr. Hazen, one of the Counsel for the defendants moved for the discharge of the prisoners on the following grounds:—

1st—That there was no evidence to convict two of the parties, and as it was against the whole four collectively the charge was brought, they should be acquitted, the indictment being insufficient.

2d—That the Act of Assembly requiring lights in a certain position on board steamers, only applied to the Bay of Fundy, and not to the Rivers of New-Brunswick.

3d—That having failed to identify the deceased (James Casey,) it must quash the Indictment.

4th—That the venue was laid wrong.

After the legal argument, the Judge addressed the Bar at length, overruling the 1st, 2d and 4th points, but deciding the third objection fatal.

The Judge then charged the Jury, who found a verdict of *Not Guilty*, without retiring.—*Times.*

The Hon. J. A. Street, (Attorney General,) and the Hon. W. B. Kinnear, (Solicitor General,) conducted the prosecution; Hon. R. L. Hazen and Wm. Jack, Esq. appeared for Stevens and Paul, and Hon. J. H. Gray and W. J. Ritchie, Esq., for Smith and Christy.

There were three other indictments against the same parties for similar offences, in causing the death of Hugh Cochrane, Thomas Myles, and —— Murray, upon which the Attorney General has determined not to proceed.

POLICE OFFICE.—On Thursday last, Colin Post, chief mate of the American ship *Connecticut*, now lying in this harbour, and Francis Mulligan, carpenter in the same vessel, were charged with an attempt to kill Peter Talty and James Hayes, by wilfully letting fall a chest or box, heavily laden with stones, from the bows of said vessel into a boat in which the said Talty and Hayes were, on the evening of Tuesday last about dusk, to swamp their boat. The parties charged were arrested on Wednesday and lengthy depositions taken of different witnesses. The examination was concluded on Thursday, and the Defendants committed for trial at the Court of Oyer and Terminer, now sitting.

During the course of the enquiry it appeared from the evidence of some of the witnesses that about two hours later in the night cries of distress were heard, as of a drowning man, near the bows of the *Connecticut*; boats put out accordingly but without success; the voice was recognised by one of the witnesses as that of John McGinness, of this City. The night was dark and he was not near. It is supposed he was drowned; he has not since been heard of; his boat also is missing. Nothing positive has yet been discovered regarding him.—*Freeman.*

LAUNCHED, on Tuesday last, from the Building Yard of her owners, Messrs. Storms & Johnston, in Portland, a splendid Ship of 999 tons new, and 917 tons old measurement, called the *Edward Johnston*. She is of an excellent model, and has been built throughout of the best materials, in compliance with the requirements of Lloyd's, to class for seven years. Her workmanship is highly creditable to the enterprising builders, and will sustain the well-earned reputation of the Port for the construction of superior vessels.—The *Edward Johnston* is commanded by Capt. Duncan Robertson, of this City.

It must be gratifying to our Shipbuilders generally to find their vessels receiving so high a character from all quarters. A late number af the Halifax *Chronicle* contains an editorial article headed the "*Supremacy of the Ocean*," in which our vessels are alluded to in these flattering terms:—

"The ships of New-Brunswick stand at the head of the Colonial marine; and, apart from prejudice, with a fair share of fair play, are perhaps, for symmetry, stowage, and sailing, combined, *the first in the whole world*. They are fast winning their way into public favour, and will doubtless ere long be awarded by common consent the position to which their merits justly entitle them."

SHIPWRECK AND SUFFERING AT SEA.—We last week inserted a short announcement of the loss of the brig *Stella*, of and for this port from Savannah. The following additional particulars of the loss of the vessel and the sufferings of the crew, were furnished by the masters of the *Stella*, and the barque *A. J. Harvey*, and are published in the Philadelphia papers, at which port the latter vessel arrived with the survivors, on the 12th instant:

"On the 6th Aug., in lat. 38 20, lon. 70 30, it blowing a gale from the S. W., with heavy squalls and rain, and heavy sea, at 6 P. M. made a sail steering N. E., with colours flying, vessel then under close reefed topsail and double reef main; hove up for her at 8 30 P. M.; spoke her, and found it was a vessel water-logged, and the crew wanted to be taken off; but being so much sea, and blowing in squalls, we could not get our boat out; but I told them I would not leave them, but would take them off at daylight, if it moderated; lay by them all night; at 4 A. M. more moderate; got our boat out and went alongside, and found her to be the English brig Stella. She was sunk with her rails even with the water; the boat brought back the captain and two men, and then went back for the mate and two more; they were on the top of the house, and the sea breaking all over them; and the captain and three men were so weak, that they could barely stand on deck; the mate and one man nearly dead and crazy.

"The Stella belonged to St. John. She left Savannah on the 27th of July, loaded with pitch pine timber; had fine weather for two days after she left, and the vessel made no water, when the wind hauled in to the S. S. W., and commenced to blow a gale with a heavy sea and heavy squalls, and thunder and lightning, the latter of which struck the vessel, and passed out of the bows, and she commenced to leak immediately. On 30th July, while scudding under close reefed foretopsail, the vessel sprung a leak, when we had to put all hands to the pumps for two days and nights. On the 1st Aug. the wind shifted to N. W., with heavy sea. Hove the brig to under main staysail, all hands still at the pumps. On the 3rd of August the wind shifted to the S. S. W., and blew a perfect gale, with heavy sea; kept the brig N. by E. On the 4th of Aug. a heavy sea struck the vessel on the quarter, and she commenced filling; at 6. P. M. another heavy sea struck her, and she being half full of water, shifted the cargo, carried away the main rigging, then cut away the mainmast and tried to get the deck load off, and found the vessel going forward; at 3 P. M. the vessel went down forward with her bowsprit in the water, and filled up to the rails. At 5.40 she settled down aft till her rails were even with the water fore and aft, and nothing but the top of the house was out of water.

"So I found her when I fell in with her, and Capt. Kenny states that they had nothing to eat or drink for forty-eight hours, and the sea breaking all over them. Capt. Kenny and crew saved nothing but what they stood in. Capt. Kenny states that a ship stood for him the day before I took him off, and came so near, that he could see her hull plain, and he then had his colours flying in distress, but she bore away and left him."

The *Stella* was a new and substantial brig only two months and a half old, of 214 tons, and belonged to Mr. James Thompson, of Carleton. We understand she was partially insured.—The mate of the Stella, Mr. David Murray, a man of family, died on the 9th of August, from the exposure received on the wreck.

It gives us much pleasure to learn that the inhabitants of the Indian Town District, in the Parish of Portland, have agreed to avail themselves of the provisions of the new School Act, and have authorized an assessment to be made of the sum of £100 for the construction of a suitable School House in the district. This praiseworthy example,—the first we have heard of,—we hope to see generally followed in other Parishes and Counties where the school accommodation is defective. And we also hope that next year the inhabitants of Indian Town will set another example to the Province, and tax themselves for the support of the Teachers and other incidental expenses of the Schools, by which they will be entitled to receive from the Province Treasury twenty-five per cent. over and above what is allowed to Parish Schols of the same class in parishes or districts in which the assessment principle has not been introduced.—*Church Witness.*

QUARTERLY REVIEW.—The July No. has been handed us by Messrs. McMillan, of this City. The present is a good No. of this the *major domo* of the High Church and Tory party in Great Britain. Some of the articles which compose it are on matters that have been treated by the more tolerant and liberal of the Reviews; and it is curious, but instructive, to note how party prejudice can colour and distort matters of political and literary import, at the same time that the most brilliant genius is evinced in the performance. The No. will be found a boon to all shades of party, and nowhere more so than to intelligent readers in this Province, who are removed from the immediate arena of party strife.

CONSECRATION OF A ROMAN CATHOLIC BISHOP FOR NEW-BRUNSWICK.—We learn from the Halifax *Chronicle*, that the Consecration of the Very Rev. Dr. Connolly, as Bishop of Fredericton, took place at St. Mary's Cathedral, in Halifax, on Sunday last. The ceremonies were very imposing—the Edifice, owing to judicious arrangements, was filled, but not crowded, and the Consecration Sermon, preached by Archbishop Hughes, of New-York, was eloquent and impressive. A large number of the Protestant portion of the community attended the solemnities.

A large and influential meeting of the Catholics of Halifax was held on Monday evening, at the Masonic Hall, for the purpose of expressing their sense of the services of the present Bishop of Fredericton during the ten years he has laboured among them—Hon. E. Kenney in the chair; when it was resolved to present his Lordship with an address and a Service of Plate. Upwards of £200 was subscribed before the meeting adjourned.

We also learn from the *Chronicle*, that nearly all the Catholic Clergy then in Halifax, paid a visit on Monday to the U. S. Steamship *Mississippi*, and were received by the gallant Commodore and his officers with becoming respect.

MELANCHOLY ACCIDENT.—On the 10th instant, James William, youngest son of Mr. John Murdock, aged about 12 years, residing in the Parish of Wickham, Queen's County, was unfortunately drowned by falling out of a punt.—*New-Br.*

☞ The Steamer *Eastern City* will not leave for Boston on Monday next.—The *Admiral*, however, will leave this City on Wednesday morning, her regular day, for Eastport, Portland and Boston. The *Eastern City* on the Friday following.

It will be seen by a notice in another column that the Steamer *Maid of Erin* leaves, as usual, for Portland on Tuesday morning, and Digby and Annapolis on Saturday, under the command of Capt. Driscoll.

ST. ANDREWS AND QUEBEC RAILWAY.—We learn from the St Andrews Standard that the Brigt. *Margaret and Rachel* arrived in that port on Wednesday last, after a boisterous passage of 73 days from Liverpool, with the machinery, materials, &c., required in the construction of the railroad, and that the work, which has been hitherto somewhat retarded for the want of the *plant*, will now be prosecuted with redoubled vigour. The Standard states that nearly two-thirds of the first section (ten miles) have been ballasted and the rails laid, and it is expected that in the course of ten days the remaining portion will be completed. The opening of the first section may, therefore, be confidently looked for by the first of September.

The U. S. Steamship Mississippi arrived at Halifax on Sunday last in forty-eight hours from St. John. Her salutes were answered from the *glacis* and from the Admiral's ship and other vessels of war. Commodore Perry had also received the usual attentions from the Military and Naval authorities on his landing.

Among the Graduates of three years' standing upon whom the degree of Master of Arts was conferred, at the recent annual Commencement of Union College, Schenectady, we notice with much pleasure the name of AMASA COY, Esq., a native of Fredericton, New-Brunswick, now Professor of Rhetoric, in the National Law School, Ballston Spa, (N. Y.)—*International Journl, August 11.*

SHIP MASTER MISSING.—Capt. Isaac Andersou, of British schooner Orion, which arrived at this port on the 26th ult., from Trinidad, Cuba has been missing for about a week past. He had received his freight money, and paid some of it away, but when last seen had between $500 and $600 about him. In the meantime his vessel has been attached for some demands against her. He owned part of the vessel, and so far as we can learn there is no reason to suppose that he has absented himself voluntarily.—*Boston Advertiser.*

MEETING OF THE CANADIAN PARLIAMENT.—The following despatch was received at the News Room this morning:—

"QUEBEC, *August* 20.

"The Canadian Parliament was opened yesterday. Ex-Solicitor General McDonald is chosen Speaker. To-day, at three P. M., the Governor General made a speech to the two Houses. He stated that tranquillity prevailed. Provincial securities were rising. The census shewed a rapid advance of prosperity. The reduced revenue of the Post Office promises to be speedily made up by augmented business to the level of the expenses. Recommends measures for the relief of Montreal, and a uniform currency, based on the decimal principle, for all the British Provinces. Attention to Railways, and measures to render the Bonds of Canadian Municipalities more valuable. The establishment of Steam Navigation from Europe to the St. Lawrence, and extensive emigration. Also reform in representation, in statistical department of feudal tenure, and in public provision for the insane. He lays on the table a despatch setting forth grounds on which the Derby Ministry refuse to introduce into the Imperial Parliament a Bill for giving the control of the Clergy Reserves to the Province."

THE FISHERY QUESTION has again been a subject of debate in the United States Senate.—We subjoin a report of a speech made on Saturday last, which shews a moderation of tone and an acknowledgment of British rights, creditable to the hon. Senator.

Mr. Seward, of New York, referred to the remarks, on former occasions, by Messrs. Mason, Borland, Toucey, and Soule, and to their implied complaints of the course pursued by the Administration. He did not suppose that any of the Senators designed any charges of a want of patriotism. The substance of the charges was, that Great Britain has recently set up a new construction of the treaty of 1818, under which our fishermen were to be excluded from the Bays of Fundy and Chaleur—that an armed force had been sent to enforce that construction, and that the President had not properly resented this result, but had negotiated, was negotiating, or might negotiate, on the subject, in the presence of a large British force on the coast, in a manner detrimental to the honour of the country. This was the amount of the censure imposed on the Administration, and for no part of it was there the least foundation.

He referred to and explained the provisions of the treaties of 1783 and 1818, and to the colonial and British legislation on the subject of the fisheries, down to the act of 1848, which called forth a remonstrance from Mr. Everett. The result of a correspondence on the subject then was, that while Great Britain adhered to the construction placed on the treaty by the colonies, she relaxed it as far as referred to the Bay of Fundy. The Canadian authorities resisted strenuously this course, but Great Britain had always an armed force on the coast for the purpose of protecting the fisheries from encroachments. When the new ministry, understood to be in favor of protection, came into power, applications by the colonies for the bounties were renewed, and they asked for a rigid execution of the treaty. Sir Henry Bulwer, in 1851, addressed the President, proposing negotiations for reciprocal trade. The President declined negotiating, but in his message informed Congress of the overtures and referred the subject to it. The British Ministry refused to grant bounties, but said the colonies should be protected from encroachments by American fishermen. Simultaneously, the British Ministry, under date of July 5, informed the President that Her Majesty's Government intended by her forces, to protect the fisheries from encroachments, &c.—that the British force was seven vessels, carrying thirty-one guns, and the flag ship *Cumberland*, of seventy guns, and other vessels carrying sixty-four guns, making an aggregate force of one hundred and thirty-four guns. Here was the mighty naval demonstration which had alarmed the world, and it consisted of a reduction of the British naval force from one hundred and thirty-four guns to one hundred and one guns. This was not all the force there, but it comprised all that was placed there by the British Government. Before the note of Mr. Crampton reached the President, an alarm had been created at the northeast. The President and Secretary of State, acting entirely upon unofficial information, informed the country, under date of July 6th, that it appeared the British Government was about to change its policy, and to insist on the resisted construction of the treaty, and it was written to put American fishermen on their guard. It contained no admission or concession to the British construction. The *Mississippi* was sent to the scene, and there the whole matter terminates.

No negotiation has been entered into—no communication with a view to negotiation has been received or made—no overtures for negotiation on the subject have been received or made by this Government or the British. No negotiation is going on under the cannon's mouth, or has anything been negotiated away under British duress. All, therefore, that had been said on these points, was at an end. No change had been made on the part of Great Britain of the policy heretofore pursued with respect to the fisheries, except to reduce her national force in these waters. Admiral Seymour, who had been represented as sweeping the icebergs, with a broom at the mast head, is there, where he was last year, with his broom as large as then, if not larger, than it is now. Admiral Seymour is with his squadron, charged with four duties, extending from the North Pole to the Gulf of Mexico. He has charge of the British naval interest on the coast, to keep an eye on Cuba, to watch Soulouque, and to protect the fisheries from encroachments. From 1839 to 1851, twenty-eight vessels were seized, all on the ground of being fishing within three miles of the shore. Two of these were restored; the others were all condemned, and though brought to the attention of the government, yet no war had occurred. Since then four or five seizures had been made, but upon the alleged ground that they were within three miles of the shore. He referred to the correspondence relative to the seizures in Jackson's and Van Buren's times, and thought this Administration had roared as loudly as ever they did. As Great Britain had made no change in her policy, the complaint of a want of notice of course fails. There was no ground for alarm, for things remained just as they had been for years. No fear could be entertained that the President would negotiate away the revenue, for, in December last he said to Congress he would not negotiate, but submitted the subject for legislation. The complaint that the President had not sent all the navy to resist the British force failed, because the British force had been reduced instead of enlarged. The *Mississippi* had been sent, and it now would appear on a fool's errand. No seizures have been made except within three miles, which could not be protected, and all without that distance required no protection. He examined Mr. Soule's argument, that no bay was within any nation's exclusive dominions, the inlet to which was more than six miles wide, and the coast of which did not entirely belong to the nation claiming it. He thought this proved too much; if it were correct, then the harbor of Boston, Long Island Sound, Delaware, and Chesapeake Bays, Albemarle Sound, and the Bay of Monterey, would be divested of the exclusive control of the United States. He (Mr. Seward) referred to Messrs. Cass and Soule, as having based their aguments on newspaper authorities; and following their example, he (Mr. Seward) concluded there was an end of the matter, by reading from a colonial paper that Admiral Seymour and his forces were not there to enforce the legal and rigid construction of the treaty, but to prevent the Provincial cruisers from doing so. He argued that England could have no interest in a war with the United States, and pointed out the injuries that would result from such a course to her trade, commerce and finances. He said he knew well that a war concerning these colonies would end in their independence, or annexation to the United States. While he would rejoice at this, he desired no such event at the price of a war. He defended the Administration upon several other points contained in Mr. Soule's speech.

It would appear by the following extract from the Washington correspondence of the *New York Commercial*, that the Committee of Ways and Means had no fear of an interruption of the peaceable relations growing out of the fishery or guano questions, and ignores the sage advice "in time of peace prepare for war."

"The Committee of Ways and Means of the House have matured a fortification bill, and a great affair it is. It makes appropriations to the amount of eighty thousand dollars for the repairs of the old works, and that is all. It does not provide a dollar to continue or complete any of the classes of new works begun, or even to preserve them from dilapidation. If an appropriation of half a million a year for forty years should be made, it would complete our line of fortifications on the Atlantic and the Gulf. But it is not possible to extend our vision so far ahead. We *go* ahead, but do not *look* ahead. The Senate committee on naval affairs have decided against the project for a navy yard and naval depot on the Lakes. The navy estimates are also to be much reduced. The recommendation of the Navy Department, at the commencement of this session, that the construction of two sailing and one steam vessel of war be provided for yearly, is not to be complied with."

It is plain, therefore, that Congress does not apprehend the occurrence of any war, either at present or for years to come. They are obliged, however, to provide for the employment of a considerably increased military force, for the immediate defence of the frontier exposed to Indian depredations.

NEW-YORK, Aug. 16.—A letter from Washington states, on what is said to be good authority, that the British Minister has proposed to our Government, under instructions of his own, to negociate an international copyright law, similar to that recently concluded between England and France.

DEATHS IN NEW-YORK.—The deaths in the city the past week were 500, of which 12 were reported as cholera.

[FOR THE COURIER.]

As the sending of threatening letters is something new in this country, we have to request the publication of the following one, received by us on the 9th instant:—

"Portland 1852. Advice to Messr Harris & Allan if you do not put OBrine clear from about the foundry it shall be burnt to the ground the indiffirent two faced schamp. You think that he is a first rate man but if you were acquainted with his ways as well as I am you would have discharged him long ago there is plenty of men that would be smart men in the patern shop that you could get for less than you have to give him if he does not be put off in Two or three weeks all the watchmen you can put on shall not save the place. I am too long acquainted with OBrine to be deceived in him or his ways. Two faced infernal raskel and wishes no person well. I dont wish my name to be none to OBrine for he would ask no better than taken a mans life if he thought to get of with it there is seven or prehaps more in one combine against him I also heard the two Carpenters that is making the sashes saying that he was making himself bissy about there work You may depend on what is wrote here for if one dont do it another will so you have your choce now."

A Reward of FIVE POUNDS will be paid to any person giving such information as will lead to the conviction of the writer of the above.

HARRIS & ALLAN.
21st Aug., 1852. [M. Times, 1i]

☞ The Rev. Mr. FERRIE will preach in the St. John Presbyterian Church to-morrow afternoon. There will be no service in the morning.

☞ The Rev. Mr. BLISS, Secretary of the American Tract Society of Boston, will Lecture on MONDAY Evening, in the Brussells-street Chapel, on the providential overthrow of the early attempts of Spain and France to establish the Catholic Religion in the United States and in the British Provinces.—The subject will be illustrated by a large Chart of the United States, made for this purpose. All who attend will no doubt be instructed and interested.—The Lecture is free to all. Services commence at Eight o'clock.

MARRIED,

On Thursday the 19th instant, at St. Luke's Church, Portland, by the Rev. William Harrison, Rector of that Parish, Mr. James E. Davison, of this City, to Rachel M., fourth daughter of Mr. Joseph Alline, of the same place.

On Thursday evening last, by the Rev. Samuel Robinson, Mr. James E. Earl, to Miss Margaret, third daughter of the late Mr. William McCauley, all of this City.

At Simonds, on the 14th inst., by the Rev. J. W. Disbrow, Mr. William Arthur Reed, to Miss Mary Dixon.

At the same place, on the 16th inst., by the same, Mr. Nicholas Stephenson, to Miss Eleanor Stephenson.

At Trinity Church, Springfield, on the 1st inst., by the Rev. R. D. Palmer, Mr. James H. Wanamaker, to Miss Jemima Bonnell, both of King's County.

On the 12th inst., in the Parish of Waterborough, Queen's County, by the Rev. Abraham Wood, William Nicholson, eldest son of Dr. Little, of the Washademoak, to Eliza Slocomb, third daughter of Mr. William Wiggins, Sen.

On the 3d instant, by the Rev. J. E. Bent, Mr. Henry Lewis, to Miss Matilda Crombie, both of the Parish of Johnston.

At Wickham, Queen's County, on the 12th inst., by the Rev. Benjamin Merritt, Mr. Ezra Brundage, of Greenwich, to Miss Leah Bulyea.

At Blissville, on the 10th inst., by Elder George Garraty, Mr. Lynus Thomas, to Rebecca, daughter of Mr. George Webb, all of that place.

On the 12th inst., by the Rev. John M. Brooke, Mr. George Anderson, to Miss Margaret Anderson, both of the Parish of Douglas.

On the same day, by the same, Mr. Robert Stevenson, to Miss Mary Ann Darcus, both of the Parish of Fredericton.

At Douglas, on the 4th inst., by Elder Geo. Garraty, Mr. Elias King, to Huldah, daughter of the Rev. James Boone, all of the same place.

At Minudie, (N. S.,) on the 11th inst., by the Rev. John Row, the Rev. Robert H. Emmerson, of Maugerville, New-Brunswick, to Augusta, eldest daughter of Joseph Reed, Esq.

At Philadelphia, on Sunday evening the 8th August, by the Rev. W. M. D. Ryan, Dr. David Merritt, formerly of Saint John, New-Brunswick, to Miss Rebecca W. Paris, of Philadelphia.

DIED,

On the 17th inst., Ellen, fourth child of Captain Thomas Yorke, aged 15 months and 17 days.

On Tuesday last, Henry Weight, infant son of Mr. James H. Fairweather.

Yesterday morning, George Hamilton, only child of Mr. W. S. Marven, aged nine montos and three weeks.

Yesterday morning, William James, infant son of Mr. Joseph Smith, aged seventeen months and eleven days.

Last evening, Mr. William Dougan, aged 55 years. Funeral to-morrow (Sunday) afternoon, from his late residence, Queen-street, east side of Queen's-square.

At Carleton, on Sunday last, Piercy G., youngest son of Mr. John Cook, aged one year and two months.

Suddenly, at Fredericton, on Wednesday morning, Mr. Ronald Crawford Ferguson, in the 31st year of his age.

At Fredericton, on Sunday morning last, Mary Winslow, only daughter of E. W. Miller, Esquire, aged 3 months and 27 days.

At same place, on the 9th inst., Henry E., infant son of Mr. H. A. Estabrooks, of that City.

At Harvey, Albert County, on the 9th ult., aged 28 years, Austen Bray, son of Deacon Benjamin Bray.

At Sackville, on the 6th inst., Mr. Thomas Anderson, an old and respectable inhabitant of that place, in the 77th year of his age.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Saturday—Brig Sarah, DeWolf, Dundalk, 48 days—Chas. McLauchlan, ballast.
Sunday—Ship Florida, Nickerson, New-York, 6—R. Rankin & Co., ballast.
Sewall, Merrian, Baltimore, 13—Geo. Sutherland, ballast.
Brigt. Helen, McLauchlan, New-York, 6—J. D. Purdy, general cargo.
Schr. Cuba, Kavanagh, Boston, 2—Master, general cargo.
London, Murphy, New-York, 8—G. A. Lockhart, flour, tobacco, &c,
Mars Hill, Clifford, Fall River, 2—George Eaton, ballast.
Monday—Ship Empire State, Russell, New-York, 7—J. W. Cudlip, ballast.
Brigt. P. I. Nevius, Boddie, Alexandria, 18—S. Hersey. wheat and corn.
Schr. Mary Jane, Elkin, Boston, 2—Master, ballast.
Tuesday—Ship Cornelia, Robertson, Leith, 38—R. Rankin & Co., coals.
Charlotte Reed, Elwell, New-York, 7—J. L. Woodworth, ballast.
Adirondack, Taylor, New-York, 6—Wm. Thomson, ballast.
Brig Charlotte, Joslin, Key West, 16—L. McMann, sugar.
Richard Cobden, Elder, Philadelphia, 12—Joseph Fairweather, coals.
Schr. Louisa, Bissett, Boston, 2—T. Clerke, ballast.
Steamer Eastern City, Blanchard, Boston—L. H. Waterhouse, passengers and merchandise.
Wednesday—Ship Wacousta, Skeene, New-York, 8—Smellie & Abercromby, ballast.
Brig Caros, Ketchum, St. Martins, 20—Jos. Fairweather, salt.
Brigt. Hiram, Fitzgerald, Boston, 4—Master, general cargo.
Steamer Creole, Winchester, Boston—R. P. McGivern, passengers and merchandise.
Thursday—Ship Tarquin, Doughty, New-York, 4—Lunt & Pickup, ballast.
Barque Lord Mulgrave, Cordingly, New-York, 8—S. Wiggins & Son, ballast.
Brig Albatross, Tellefsen, New-York, 10—Wm. Thomson, ballast.
Symbol, Scott, New-York, 12—S. Wiggins & Son, ballast.
Alert, Robinson, Quebec, 19—E. Allison, flour, &c.
Brigt. Elzear, Bernier, Montreal, 15—R. Rankin & Co., flour, pork, &c.
Progress, Jordan, Quebec, 21—John Robertson, flour, pork, &c.
Steamer Admiral, Wood, Boston—Geo. Thomas, passengers and merchandise.
Friday—Brigt. Grenada, Robinson, Turks Island, 19—J. & T. Robinson, salt.
This Morning—(At Musquash)—Barque Dovre, Dahl, New-York, 9—H. Garbutt, ballast.

COASTWISE.

Saturday—Schr. Dove, Beckwith, Cornwallis, lambs.
Sarah, Parker, Annapolis, deals, butter and eggs.
Pilot, Slocomb, Annapolis, potatoes, butter and cheese.
Sunday—Schr. Bee, Haines, Westport, fish and oil.
Jim, Minness, Aylesford, cattle, cheese and butter.
Monday—Str. Maid of Erin, Bolyea, Annapolis and Digby, cattle.
Linnet, Cline, Welchpool, fish.
Resolution, Rodgers, Cumberland, coals.
Str. Pilot, Leavitt, Annapolis & Digby, passengers,
Str. Commodore, Belmore, Windsor, passengers.
Wednesday—Schr. Exile, Hatfield, Parrsboro, plaster,
Laurel, Brinton, Wilmot, cattle, fish, &c.
Harvest Home, Burden, Cornwallis, cordwood.
Martha Ann, Rice, Salmon River, deals.
Edwin Botsford, Edgett, Hillsboro, coals.
Gazelle, Frost, Yarmouth, Molasses.
Thursday—Schr. Fame, Nickerson, Barrington, fish.
Zephyr, Beeler, Bear River, cattle, apples, &c.
Patriarch, Rice, Digby, cattle, sheep, &c.

CLEARED.

Aug. 14th—Ship Franklin King, Mills, London, deals—Lunt & Pickup; Brig Washington, Tillisch, Grimsby, deals—John Robertson; Pilgrim, McCready, Barbados, lumber, flour, smoked herrings, &c.—Estabrooks & Ring; Brigantine B. M. Prescott, Heard, Salem, boards, &c.—E. D. Jewett & Co.

16th—Barque Canmore, Harvey, Glasgow, deals—Wm. Thomson; Schr. Pearl, McLean, Boston, boards, shingles, &c.—Geo. Eaton.

17th—Ship Astracan, Smith, London, deals—Joseph Fairweather.

18th—Ship Eudocia, Vaughan, Liverpool, timbear, deals, &c.—J. & R. Reed; Schr. Independence, Emond, Halifax, black lead and coals—T. Gilchrist and E. Allison.

19th—Barque Amelia, Cann, Port Glasgow, timber and deals—R. Rankin & Co.; Brig Coquette, Barnes, Gloucester, deals—S. Wiggins & Son.

20th—Barque Mary Ann, Hatrick, Londonderry, deals, &c.—W. & G. Carvill; Graf Von Schleffen, Korff, Grimsby, timber and deals—Chas. Brown; Brig Adeline Cann, Cann, Dundalk, deals—W. & G. Carvill; Brigt. Laleah, Elder, Boston, boards and plank—A. McL. Seely; Schr. Hellespont, Elwell, Boston, boards and shingles—E. D. Jewett & Co.

21st—Ship Wanderer, Sellers, Leith, timber, deals, &c.—Robt. Rankin & Co.; barque General Taylor, Mitchell, Liverpool, deals, palings and boards—J. L. Woodworth.

Arrived at Hampton Roads, Aug. 10th, ship Catherine, Flett, Callao.—At New-York, 15th, brig Vixen, Moore, Hillsboro; 19th, Village Belle, Davidson, St. Jago de Cuba.—At Newark, (N. J.) schr. Echo, Holder, Hillsboro.—At New-Haven, 16th, brig Huron, O'Hara, St. John.—At Boston, 15th, brig Masonic, Hickman, Ardrossan; 16th, brigt. Orion, Furnass, St. John; schr. Martha Greenow, Robbins, and Franklin, Mussels, do.; 17th, schr. Mary, Mahoney, do.—At Halifax, 17th, schr. Charles, Whipple, do.—(*By Telegraph*)—At New-York, 20th, brigt. British Queen, Brown, from Cuba.

Cleared at New-York, Aug. 14th, barque Fame, Crocker, and brig Nassau Belle, Abbott, St. John.—At Boston, 18th, ship Rhine, Barnes, do.—At Halifax, 14th, schr. Dart, Smith, do.

Arrivals in Britain from St. John.—July 28th—Dalston, Davidson, at Wisbeach; 30th—America, McLean, at Liverpool; Argus, Harrison, at Deal; Aug. 1st—Oberon, Shields, at Lynn; Brothers, Doran, at Warren Point; 2d—Alabama, Lawson, at Liverpool; Ocean, O'Neill, at Queenstown; Challenge, Crosby, in the Clyde; 4th—Sutlej, Corkill, at Liverpool; Fleetwood, Duguid, do.; The Duke, Gould, do.; Harriott, Spurr, in the Clyde; 4th—Alarm, Hoyt, at Liverpool; Runneymede, Carey, at Kingstown; Falcon, Wade, at Gravesend; Art Union, Stubbs, do.; Jarlen, Larsen, at Deal; 6th,—Commodore, Pritchard, at Liverpool; Cape Cod, Hopkins, at do.; 7th—President, Cummings, and Midas, Beyea, at do.

Brig Hope, from St. John for Newcastle, passed Wick 30th July.

Sailed from Liverpool, July 31st, ship Sea Bird, Grant, Calcutta; Jenny Lind, Mosher, Portsmouth, N. H.; Aug. 5th, barque Prince of Wales, Brown, Quebec.—From Deal, 2d, barque Nova-Scotian, Cunningham, Yarmouth.—From Glasgow, Aug. 2d, barque Glasgow, Hatfield, St. John.—From Kirkcudbright, 1st, brig Ann, Miller, do.

Loading at Liverpool, Aug. 7th, the Great Britain, Themis, and Devon, for St. John; Falcon, do. and Sackville.—At London, Actæon, for St. John.—In the Clyde, Village Belle, for St. John and Londonderry, N. S.

PORT OF ST. GEORGE.—*Entered*—Aug. 4th, brig Croxdale, Graham, Boston—D. Wetmore; 12th, schr. Utica, Meloney, Boston—H. Ballentine; 13th, ship Lord Monteagle, Brown, London—S. & W. Brockway; barque Charles Henry Warren, Reirden, New-York—D. Wetmore; 16th, schr. Gipsey, Anderson, Bath, pitch pine—J. Billings. *Cleared*—Aug. 7th, ship T. J. Roger, Herbest, London, deals; 13th, ship Charles Holmes, Crockett, Liverpool, deals.

PORT OF SHEDIAC.—*Arrived*—Aug. 12th, brig Hudson, McMonagle, New-York, via Halifax—Shediac Manufacturing Company. *Sailed*—August 13th, barque Coronel, (Russian) Brose, Liverpool; 15th, Ole Bull, (Norwegian) Fochtfard, Hull.

School for Young Ladies.

THE duties of the School conducted by MISS FOULIS, for the Education of Young Ladies, will be resumed on MONDAY the 30th instant.—It is desirable that those Young Ladies who intend to join her Classes for the ensuing Term, should make application during the following week.

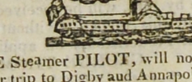
South East Corner Queen's Square, 21st August, 1852. } 2i.

METROPOLITAN HOTEL, Broadway, New-York.

The Metropolitan will be completed, and opened for the reception of Company, September First. Price of Board Two Dollars per day.

SIMEON LELAND & CO., PROPRIETORS.
August 21, 1852.—3w.

NOTICE.

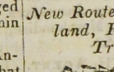


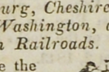
THE Steamer PILOT, will not make her regular trip to Digby aud Annapolis on Wednesday next. [Aug. 21,] THOS. M. SMITH.

THROUGH TICKETS. Fast Travelling!

ANOTHER CHANNEL OPEN TO THE GREAT SOUTH AND WEST.

New Route by the Fitchburg, Cheshire, Rutland, Rutland and Washington, and Troy and Boston Railroads.





Cars leave the Fitchburg Railroad Station, Causeway-street, at 7½ A. M., reaching Troy in eight hours—thence to Utica, Syracuse, Rochester and Buffalo, making the distance from Boston to Buffalo in 19 hours—thence to Chicago, via Michigan Southern Railroad, in 20 hours; thus making the whole distance to Chicago in 39 hours, for the small sum of $21, including board on the steamer from Buffalo to Monroe—to Cincinnati in 37 hours, $20; St. Louis five days, fare $30. Also to all ports on Lake Michigan for $21; all ports on Lake Ontario as low and as quick as any other route. Also to Saratoga in 8½ hours, fare $5,50; Niagara Falls, 30 hours, $11; Burlington $6; Montreal $8; Ogdensburg $8.

Cars leave Boston daily, Sundays excepted, at 7½ A. M., 12 M. and 4 P. M.

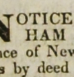
SECOND CLASS FARE TO THE PRINCIPAL PLACES WEST.

Troy (8 hours)	$3,35	Niagara Falls	$6,00
Utica	4,50	Cincinnati (3 days)	11,00
Syracuse	5,25	St. Louis (6 days)	14,00
Rochester	5,75	Chicago, and all ports on Lake Michigan	*11,00
Buffalo ([illegible])	6,00	All ports in Upper Canada, from	$6,75 to 7,25
Cleveland	7,50		
Toledo	"		
Sandusky	"	*Third Class, $9,00.	
Detroit	"		
Ogdensburg (16 hs.)	5,00		

For THROUGH TICKETS and further information, apply to M. L. RAY, 3½ Commercial-street, Boston, or to O. P. SCOVIL, 100 State-street, and at the Fitchburg Railroad Depot, Causeway-street.

Aug. 21, 1852.—1y. M. L. RAY, AGENT.

House to Rent.



THAT commodious DWELLING, occupied by the subscriber, situate in Pitt-street; Rent £36 per annum. Apply to Mr. POULTENY, Leinster-street, or at the Office of the subscriber. WM. DAVIDSON,

Aug. 21.—[MNws. 2i] *Wiggins' Building.*

NOTICE.

NOTICE is hereby given that CERENO UPHAM JONES, of Fredericton, in the Province of New-Brunswick, Dry Goods Merchant, has by deed bearing date the seventeenth day of August instant, transferred to us, the undersigned, all his Stock in Trade, Goods, Chattels, Debts and Effects, upon certain trusts for the benefit of Creditors, as is in the said deed expressed. All persons indebted to the said Cereno Upham Jones are requested to make immediate payment to the subscribers; and Creditors will please hand in their accounts, duly attested,—Dated this twenty-first day of August, A. D. 1852.

J. S. BALLENTINE,
ALEX. GILCHRIST,
JOHN BOWMAN.

NOTICE.

ALL Persons are hereby forbidden to cut any TIMBER or other Wood, or to trespass in any other manner, on Lot No. 52, situate in the Parish of Petersville, in the County of Queen's, purchased by me from Thomas Smith. All persons found trespassing on the same will be prosecuted with the utmost rigour of the law.

JAMES BENNETT.
St. John, 19th Aug., 1852.—3i.

The Popular Encyclopædia,

IN Ten Volumes, full bound in Calf—for very low by H. CHUBB &
August 21, 1852

ARMY CONTRACT.

SEALED TENDERS, the rates to be … in Sterling, will be received at the Co… riat Office, in Saint John, New-Brunsw… THURSDAY the 26th instant, at twelve o'… noon, from such persons as may be willing … ONE HUNDRED CHALDRONS COA… Her Majesty's Service.

The Coals to be of the best quality of N… Liverpool or Sydney screened, and to be … and piled in the Queen's Fuel Yard at Sai… on or before the 31st October next.

All further particulars, &c. concerning the … and conditions of the contract, and the am… Bond required, will be furnished on … at the Commissariat Office, as also blank … tender.

Payment will be made in Bills of Exch… Her Majesty's Treasury, at par, at thirty da…

W. H. DRAKE, A. C. …
Commissariat Office, St. John, N. B.,
August 17th, 1852.

ARMY CONTRACT.

SEALED TENDERS, the rates to be … in Sterling, will be received by Assis… missary General DRAKE, at the Commiss… fice, Saint John, until twelve o'clock, … THURSDAY the 26th instant, for the … tioned supply—

Twenty Cords of FIREWO…
AT —— PER CORD.

To be delivered into and piled in the … Fuel Yard, Lower Cove, on or before the … October next.

All further particulars, &c. concerning the … and conditions of the contract will be furnis… application at this Office, as also blank … tender.

Commissariat Office, St. John, N. B., }
August 17th, 1852. }

CORPORATION CONTRACT.

TENDERS will be received at the M… Office until WEDNESDAY next the … August, at twelve o'clock, noon, for COVE… about 950 feet in length by 15 feet in width … Approaches to the FERRY LANDINGS, … Western side of the Harbour, with Spruce … agreeably to a Specification to be seen … Mayor's Office. Security will be required … due performance of the work, and for any … vances required to be made.

W. O. SMITH, J. W. CUDL…
J. JOHNSTON, G. VANHOR…
J. C. LITTLEHALE, J. BEATTE…
J. S. BALLENTINE, G. V. NOW…
T. McAVITY,
Aug. 21, 1852.

Corporation Co…

TENDERS for building Two … the Ferry Landing, agreeabl… fication to be seen at the Mayor's Off… ceived until WEDNESDAY next, at 12 …

W. O. SMITH, J. BEATTE…
J. W. CUDLIP, J. S. BALL…
J. JOHNSTON, G. V. NOW…
G. VANHORNE, T. McAVIT…
J. C. LITTLEHALE,
St. John, August 21, 1852.

TO BUILDERS.

SEALED TENDERS will be … Common Clerk's Office, until no… NESDAY the 25th August instant, … desirous of Contracting for the erectio… TOWER, at the top of King Street, … trance into King's Square, accordin… and Specification to be seen at the … MATTHEW STEAD, Architect, … where the form of Tender, and all oth… information will be given.

JAMES S. BALL…
GEO. V. NOWLA…
JOSEPH STEPH…
THOMAS McAV…
August 21.

FRAUD DETECTED

Ross' Patent "Artificial …
FIRE-PROOF PAI…

THE subscriber, Patentee and M… the above article, having been … respectable Merchant of this City, that … ARTIFICIAL SLATE," was used for … roof of the residence of the late M… Harding, Esq., and now occupied by … and *proved a complete failure*. He … lost no time in investigating the facts … are as follows:—The commodity … Artificial Slate" was bought of John … and put on the roof by Mr. Calvert, … article used is spurious and worthless … "Ross' Fire-Proof Paint," a fraudulent … The genuine article is sold Whole… W. M. IRISH, and is warranted … certificates of highly respectable … —*a sure protection against Fire and* … *fluence of the atmosphere.* JOH…
Patentee and …
St. John, August 21, 1852.—1f

Race Boats for S…

TWO new RACE BOATS, (… petition,) made by SAMUEL S… John.

In the manufacture of the abo… maker's well established best … have been exerted, to "take the … heretofore manufactured on this … vate offers should not come up to the … by the 31st instant, the Boats are … of. JOHN …

Also, for Sale, a Second-hand … the same maker—35 feet long.
August 21, 1852.—2pd.

FLOUR an…

Landing at the subscribers' Wharf, … direct from Montreal, and … the Wharf—

1500 BRLS. …
75 barrels MESS PORK;
28 barrels PRIME PORK—
August 21.—2i R. RA…

PORT, SHERRY and … WINES.

The Subscriber has just received … course of landing—a shipment … consisting of—

15 HHDS. and … WINES, …
10 hhds. and } Brown and Pale …
15 qr. casks }
5 qr. casks old E. I. MADE…

The above Wines have been … for the St. John market, and … JOHN …
Aug. 21.

Raisins! Rai…

JUST received per Cuba … Boxes Sun-dried Muscatel … order.—For sale by ROBERT …
Aug. 21.

OIL.

500 GALLONS … 6 Boxes …
ex "Cuba," from Boston.
August 21, 1852.

NAVAL ST…

Received ex "Eudocia" … *New-York* …
150 BARRELS … 40 do. T…
40 barrels ROSIN; for sale … McM…
Aug. 21, 1852.

BEEF and P…

30 BARRELS Prime … York City Inspe…
20 Barrels MESS PORK … JOHN …
Aug. 21, 1852.

Havana Cigars …

FIVE THOUSAND … and Five boxes superior … "*Diadem of Old Virginia*," … THE…
Sale by …
August 21.

TOB…

63 BOXES, per … receipt. 21.] …
—For sale by … mes and Co…

Port, Brig Seventeenth of … Landing … PIPES 20 hhds. } … WINES, … 65 qr. casks } …
120 barrels Canadian Superfine …
For sale at low rates.
Aug. 14.