The Co...

SATURDAY, AUGUST 28, 1852.

We observe a report brought by the steamer *Asia* at New-York that a Mr. Baring was to be sent to the United States as Envoy to settle the Fishery dispute. This gentleman is, we presume, a brother or nephew of Lord Ashburton, the famous negociator of the Boundary question.

We trust that no attempt will be made in this, as in former cases, to give up Colonial property and rights for the purpose of getting rid of a troublesome dispute, or advancing Imperial interests. The question is one that does not admit of dispute. All nations claim a right of property in, and jurisdiction over, the coast extending to one marine league, or three miles, from shore; and the Americans have just as little right to catch fish on our coasts and dry them on our shores as our fishermen would have to do the like on theirs.

We wonder how "Jonathan" would squint, if some of our Bluenoses should attempt *reciprocity* of that kind. It was an unwise concession, allowing American fishermen to enter the Bay of Fundy or Gulf of St. Lawrence at all; but the Imperial Government might as well give up the Provinces altogether, as give up the jurisdiction and right of property in the coast fishery.

TRADE, &c.—The total value in sterling of the Imports into the Port of Saint John during the quarter ending 5th July last, amounted to £332,587. Of this amount £199,590 was the value of goods from the United Kingdom, and £98,987 from the United States. The importations of dry goods from Great Britain amounted to £105,819 sterling; cordage and rope, £10,775; hardware, £19,178. The quantity of tea imported from England during that period was 132,285 lbs.; brandy and gin, 33,924 gallons; coals, 3418 tons; wine, 4524 gallons. The following articles were imported from the United States during the quarter:—Beef and pork, 637 barrels; coffee, 34,116 lbs.; coals 1493 tons; corn, 47,784 bushels; wheat flour, 28,278 barrels; rum and alcohol, 25,293 gallons; tea, 151,383 lbs.; wheat, 33,697 bushels. The total value of Imports into this Port for the half-year ending 5th July last, amounted to £381,119 sterling. The total amount of Exports during the quarter ending 5th July last, was £136,654 sterling. The quantity of deals exported to Great Britain was 34,263,000 feet; and timber, 19,563 tons.

The number of vessels arrived at this port during the half year, ending 5th July last, was 666, 139,904 tons; for the corresponding period in the previous year, 623 vessels, 140,284 tons. This shows very little change in the amount of tonnage.

ST. ANDREW'S SOCIETY GATHERING.—The members of the above Society, with their friends, to the number of about 300, (including Major Gaisford and several Officers of the 72d Regt., and Thos. Parks and Geo. Carvill, Esqrs., representing the sister Society of St. Patrick,) left Indian Town at 9 A. M., on Wednesday last, on board the fine steamer *John Waring*, on a pleasure excursion to Oak Point, according to their annual custom. Previous to leaving the wharf, the heart-stirring strains of the pipes of Donald McKay, the splendid piper of the 72d Regt., made every heart "loup" for a "gude day's darg." The steamer had barely got under way when the several Committees of Management set to work in right earnest. Dancing (including the usual allowance of reels, strathspeys, and jigs,) was kept up without intermission until the arrival of the boat at Oak Point. Under the royal oaks at that beautiful spot the happy party spread the contents of their several "pock neuks," which, by the way, must have been extremely capacious, if we might judge by the display on the tables. After the removal of the "*denner* things," bumpers were called for, and the usual loyal and patriotic toasts were drunk with Highland honours, and "nae heel taps," including the "British Army, and the Officers of the 72d Regiment," which was ably responded to by Major Gaisford, in which he paid a high compliment to the Society. "The Guests from St. Patrick's Society," was responded to by Mr. Parks, in a handsome manner. "The Foreign Guests," was also responded to by an American gentleman present in very friendly terms. The "drouthy neebors" having finished their allowance of "barley bree," an adjournment of the whole party was made to the beautiful lawn in front of Mr. Buxton's house, where they divided into parties for games, dancing, and foot races, and every possible manner in which enjoyment could be had, resolved to put a "tall day" through. After four hours of first-rate sport, the party embarked about 6 P. M., dancing being kept up with unabated spirit until the arrival of the boat at Indian Town, about 9 P. M. During the passages up and down, the party was a good deal amused by some of the younger members dancing the old Highland dances to the music of Donald's pipes, and the singing of some excellent Scotch songs. The company and guests expressed themselves highly gratified with their day's sport. Much credit is due to the members of the several committees for the able manner in which they laid out and carried through the whole affair, without a single thing to mar the day's fun. Meetings of this kind are highly useful in keeping up that amicable feeling which ought to exist between the members of every community; and it is hoped that when next the Saint Andrews Society meet to have a day's "daffin," it will be under circumstances alike propitious.

GODEY'S LADY'S BOOK.—The No. for the ensuing month has been courteously forwarded us by Messrs. Fetridge & Co., of Boston. Not only are its contents suitable to the requirements of the fair sex, but it may be perused with interest and profit by the sterner portion of the community. The work is profusely illustrated with engravings; among which appear designs for building model cottages, the manufacture of cottage furniture, &c. &c. A musical composition, plates of the prevailing fashions, two beautiful mezzotint engravings, and cuts illustrative of articles devoted to the "useful, ornamental, and instructive," serve, in addition to the above, to swell the present No. of *Godey's Lady's Book* into what its lavish publisher truly terms "a double number," the price, however, being the same as hitherto.—The work can be obtained at our Book Store.

We have received the re-print of the August number of *Blackwood's Magazine*, from the publishers, Leonard Scott & Co., New-York, through their agents here, Messrs. J. & A. McMillan.—The articles in this number are able and interesting, and sustain the reputation of this well-known periodical. We may remark, for the information of the reading public, that the first article is from the pen of the far-famed "Christopher North;" and that Bulwer continues "My Novel," a tale which gains in thrilling interest as the plot is developed by the writer.—The contents are:—Dies Boreales, No. 9; From Stamboul to Tabriz; Katie Stewart, Part II.; Gold—Emigration—Foreign Dependence—Taxation; The Moor and the Loch; My Novel, or Varieties in English Life; The Earl of Derby's Appeal to the Country.

The steamer *Union*, when returning from Fredericton, on Thursday night, with a large number of passengers, (principally persons who had been at the Bazaar held on that day,) when about twenty miles below that City, broke the crosshead of her engine, and was thereby totally disabled. The boat which left yesterday morning assisted her down the river, and she arrived at Indian Town about six last evening. The passengers suffered no inconvenience except that occasioned by the delay.

DR. CUMMINGS'S NEW PROCESS IN DENTISTRY.—We have much pleasure in noticing the continued success of this eminent practitioner, in his new method, by which he inserts, very *firmly* and *beautifully*, Teeth, from a single one to an entire set, without springs or clasps, (which, by the way, are sure destruction to the teeth to which they are attached,) on the atmospheric principle.

By his thorough knowledge of the dental art, his affable address, and moderate charges, the Doctor has risen high in his profession, and secured an extensive patronage. His premium tooth-wash, and dentifrice, are excellent preservatives to the teeth and gums, and may be procured at his Office, 23 Tremont Row, Boston.—*Boston Journal.*

A despatch from Woodstock to the News states that rain fell there all day on Thursday, and that the river has risen three feet since Tuesday.

CARLETON FERRY BOAT VICTORIA.—A few months ago, owing to the boiler of this boat becoming defective from corrosion, from long wear, it was considered expedient to lay her up for a time, in order that a new boiler should be procured. A tender for the work was advertised, when Messrs. William and Thomas Clarke, of Carleton, Blacksmiths, being the lowest bidders, secured the contract. The article required was manufactured by the Messrs. Clarke, and delivered on board of the boat within the time limited for that purpose—rather an uncommon event so far as public work is concerned.

The *Victoria* has been on the line for some days past, and the new boiler has proved very efficient, propelling the boat at a more rapid speed than formerly, by reason of the increased density of steam, which also enables stern way to be more readily obtained, and the landings to be approached with greater ease and security—at the same time the quantity of fuel consumed will be less than formerly. The work is, in every respect, very creditable to the establishment in which it has been constructed.

For the plan of the new boiler, with its admirably arranged cylindrical and return flues, the public is indebted to MR. WM. M. SMITH, engineer of the Carleton Ferry.

One of Mr. Whitney's boats came in collision with the *Victoria*, on Tuesday last, by which she incurred some slight damage, so as to induce the engineer to lay her up for examination. She will be placed on the ferry again very shortly.—*Chron.*

A bell buoy, for this Harbour, has been brought out by the "Pilgrim," now lying at Paddock's Wharf. The Buoy is a large iron boat, close decked, firmly built, and weighing several tons. It wil be safely moored and support the Bell (a large one) which will thus be rung by the motion of the waters. The plan is said to be precisely the same as that of the Bell Buoy at Liverpool.—*Freeman.*

His Honour Judge Street discharged the Grand Jury yesterday and announced that he would proceed no further at present with the Record Cases entered for trial. He will hear all the Summary Cases and then adjourn the Court to the third Tuesday in November.—*Ib.*

BOILER EXPLOSION.—Yesterday, about noon, a boiler explosion occurred at the Steam Saw Mill of Messrs. M'Goulrick & Flewelling, at the Straight Shore. A piece of the end of the boiler, five feet long, with a joint attached, flew through the engine house—which is almost entirely destroyed—across the yard and road and far into the field at the other side, in all a distance of several hundred yards. The fragments of the engine house were scattered in all directions—the roof went up like an umbrella and fell towards Rankin's wharf.—Though the workmen were all about the yard and mill, and some close to the boiler, fortunately no one was seriously injured. A man and boy, it is reported, were slightly scratched. The machinery was much damaged.—*Ib.*

STEAMER ALBATROSS.—We perceive that the proprietor of this vessel still continues to advertise in the Colonial and American papers, that she plies between the ports of New-York and Quebec, calling at Halifax, Charlottetown and Miramichi, and solicits freight and passengers.

This vessel was but once in our port, on her first trip to Quebec. Since then she has passed our river twice, and each time landed her passengers at or near the lighthouse, and proceeded on her voyage. This building is about 45 miles below Chatham, without a road for nearly half that distance, and passengers thus landed must expect to experience considerable delay, and be put to much inconvenience before they reach their destination. We mention these things to put strangers on their guard, as from persons acquainted with our river the proprietor cannot expect to receive any patronage. We would therefore advise the withdrawal of the word Miramichi from the advertisement, as it is only calculated to allure and deceive strangers. If he expects by the present unsatisfactory arrangement to obtain the Provincial Grant, he will find himself mistaken.—*Mir. Gleaner.*

FIRE.—We understand that Mr. McDonald, a farmer residing in the village below Bay du Vin, lost his dwelling, barn, &c., by fire on the night of Thursday last, together with the greater part of their contents.—*Ibid.*

A letter dated Salmon River, (south shore,) Aug. 7, says:—"A vessel with seven men lately left this for the Magdalen Islands, as able and merry a crew as ever entered a vessel, all natives of this place. They left on Friday, and on Sunday they all met with a watery grave; although another vessel was within a quarter of a mile. The masters of the two vessels were brothers."—*Eastern Chronicle.*

BRIDGETOWN, Aug. 18.—A barn owned by Mr. W. B. Perkins, in Ginea settlement, six miles from Annapolis, was burned, together with five tons of hay, on Thursday night last—probably the work of an incendiary. A woman has been arrested upon suspicion and committed to Annapolis jail.—*Tel. to Yarmouth Herald.*

We are enabled to record the gratifying intelligence that of twenty-seven vessels fitted out from ports in Lunenburg County for the Labrador fishery, twenty-six have returned well fished, one vessel bringing home the handsome fare of 1100 quintals. This almost unprecedented success is, perhaps, in a great measure attributable to the vigilance of the revenue cutters stationed on that coast by the Canadian Government for the protection of the fisheries.

Our readers will recollect that, a few days since, we had occasion to notice the fact that the *Charles*, cutter, fitted out by the Government of Newfoundland, and employed in the Preventive Service, had, together with a part of the crew of the *Suppho*, sloop of war, driven several hundreds of French trespassers from Belliste Island. The Yankees, however, are more to be feared—operating with seines, they scare the shoals of fish off-shore.—*Halifax Sun.*

THE ELECTRIC TELEGRAPH.—The Government line of Telegraph from this city to the New-Brunswick border, is to pass into the hands of the Nova-Scotia Telegraph Company—probably this day. The price is fixed by Law at the original cost. A new line is shortly to be constructed, which, when completed, will transmit messages less by one third than heretofore.—*Halifax Chron.*

Our Annapolis correspondent writes us:—"Our crops are looking well, potatoes never were better—no signs of blight; we are digging for St. John market. Apples very large and fine, of which some have already been shipped for St. John. Corn, oats, and other grain, very forward and promising; turnips good; hay light on the uplands and high marshes, but the late rains have much improved the grass on the low grounds. We have two gold diggers here busy washing, but I apprehend they will verify the truth of the old proverb,—that it is not all gold that glitters.—*Ibid.*

THE TIMBER TRADE AT QUEBEC.—Forsyth & Bell's Prices Current of the 21st August state that the quantity of White Pine that has arrived at Quebec within the last few weeks is very great, a large portion of which remains unsold; and as the arrivals from sea are moderate, the demand is by no means so good as it has been during the preceding part of the season.

Standard Staves continue in good demand at £37 10s., and West India at £12 10s.

Deals are still scarce and we do not think will be plenty for some time.

Freights—To London 36s. has been paid, and 33s. 6d. to Liverpool; while for Outports 35s. to 36s. may be considered a fair quotation.

Comparative Statement of Arrivals and Tonnage, at the Port of Quebec, to the 20th August inclusive, in each year:—

	Vessels.	Tonnage.
1851 . . .	782	326,635
1852 . . .	635	265,221
Less this year	147	61,414

A letter from Georgetown, Demerara, dated July 29th, says: "The gold discoveries turn out to be an all-absorbing affair. The gold is found in large quantities, and its quality is equal to that of the best found in Africa. A party of two hundred young men has been organized for the purpose of emigrating to Australia. There are no symptoms of yellow fever on shore, but we understand that disease has broken out among the crews of several vessels, after leaving this port."

From St. Pierre, Martinique, July 26, we learn that forty-five persons a day were dying of the yellow fever, including some of the most distinguished persons, one of whom was Lieutenant Colonel Gastabray, who had seen fifty years of service, and commanded under Napoleon in twenty-eight campaigns. The Island has been deluged with rains, attended with considerable damage by landslides, and carrying away of cane and other ground productions.

From the Quebec Gazette, August 20.

PARLIAMENT OF CANADA.

LEGISLATIVE COUNCIL CHAMBER.

Quebec, Friday, 20th Aug., 1852.

His Excellency the Governor General, at three o'clock P. M., this day, proceeded in state to the Legislative Council Chamber, and having taken his seat upon the throne, commanded the attendance of the Legislative Assembly. The members of that body, preceded by their Speaker, the Hon. J. S. Macdonald, speedily appeared at the Bar. The Hon. J. S. Macdonald informed His Excellency that the choice of the Assembly had fallen upon him to be their Speaker, and he craved for the Members the customary Parliamentary privileges. After which His Excellency was pleased to deliver the following

SPEECH.

Honorable Gentlemen of the Legislative Council,
Gentlemen of the House of Assembly:

I have much pleasure in meeting you, in order that we may unite our endeavours for the promotion of the interests of the Province.

Notwithstanding the deep interest occasioned by a General Election, the utmost tranquillity has, I am happy to inform you, prevailed throughout the Province during the period which has elapsed since the close of the last session of Parliament. I am enabled, under these favorable circumstances, again to congratulate Parliament on the prosperity of the Province. Provincial Securities continue to rise steadily in value, and the returns of the Census recently completed, furnish most satisfactory evidence of the advancement of the Colony in wealth and population.

The estimated deficiency in the Postal Revenue has not been exceeded, although greatly extended accommodation has been afforded to the public by the establishment of additional Post Offices and increased Postal Service.—There is reason to believe that before long the receipts of the Department will balance the expenditure.

A heavy calamity has, however, I am greatly concerned to state, befallen the Province, in the destruction by fire of a large portion of the important City of Montreal. I am confident that you will bestow your best consideration on any measure that may be proposed to you for the purpose of mitigating its effects.

The importance of placing the Currency of British North America on a uniform basis, and of introducing the decimal system, has been frequently recognized by Parliament. A measure will be submitted for your consideration, which will, I have reason to believe, promote the accomplishment of these objects.

I shall cause such documents to be laid before you as will put you fully in possession of the steps which I have taken during the recess, with the view of giving effect to the intentions of the Legislature, embodied in the Acts passed last Session for promoting the construction of Railways. I have endeavoured in these proceedings to act, in so far as circumstances have permitted, in concert with Lieutenant Governors of the Lower Provinces.

In connection with these works, and with the subject of public improvements generally, the position of Bonds issued on the credit of the Municipalities in Upper Canada, merits attention. The security afforded to holders of such Bonds under the Municipal Act now in force in that part of the Province, is of a very ample and satisfactory description. It is not improbable, however, that your wisdom may devise measures which, without materially altering their character, may tend to enhance their value in the market.

The importance of establishing direct steam communication, between Great Britain and the Ports of Quebec and Montreal, has been repeatedly pressed on the Government, by persons interested in the Commerce of the Province. The subject, which has a material bearing on the prospects of Immigration, and the reduction of freights on the St. Lawrence, has engaged my anxious attention during the recess. A plan for the attainment of the object in view, which will, I trust, meet your approbation, will be submitted for your consideration.

I shall lay before you a Despatch which I have received from the Principal Secretary of State for the Colonies, communicating the views of Her Majesty's Imperial Government, in reference to the Clergy Reserves, and stating the grounds on which Her Majesty's Ministers refrained from introducing a measure into the Imperial Parliament, during its last Session, for the repeal of the Imperial Statute on this subject.

Gentlemen of the Legislative Assembly:

The condition of the Revenue is satisfactory, and indicates general prosperity among the consuming population of the Province.

I shall direct the Accounts for the past, and the Estimates for the current year, to be laid before you, and I rely on your readiness to grant such supplies as may be necessary for the maintenance of the credit of the Province, and the efficiency of the Public Service.

Honorable Gentlemen and Gentlemen:

Various subjects of much importance to the interests of the Province will, no doubt, engage your attention during the Session which is now commencing.

An addition to the Representation seems to be called for by the increasing population of the Province, and the rapid development of some of its more recently settled Districts.

It is possible that through the instrumentality of the Municipal System, now in full operation in Upper Canada, and of the Assessment Law, you may be enabled to establish an efficient and inexpensive mode of registering Parliamentary Electors in that part of the Province.

In connection with this subject, I recommend for your consideration the claims of certain classes of occupiers now excluded from the Franchise, on whom, there is reason to believe, it may be conferred with advantage to the public interests.

The interests of Agriculture are entitled to the special care and attention of Government, in a country where so large a portion of the community is employed in Agricultural pursuits. The absence of any sufficient provision for obtaining correct statistical information respecting the productions of the country and for diffusing knowledge which may be serviceable both to those engaged in Agriculture and to persons proposing to become settlers, has been long a subject of complaint. I do not doubt that you will bestow your best consideration on any unobjectionable measures that may be suggested for remedying this defect, and for effecting the more speedy settlement of unoccupied lands in both sections of the Province.

It is probable that grievances which are alleged to exist under the Feudal Tenure, that obtains in certain parts of Lower Canada, may engage your attention. I am confident that in dealing with this subject, which is one of great delicacy, you will manifest a scrupulous regard for rights of property which have been acquired and exercised in good faith, and with the sanction, tacit or declared, of the legal tribunals of the Province.

The arrangements now in force in both Sections of the Province for the maintenance of Indigent Patients consigned to the Lunatic Asylum, appear to be, I regret to observe, in some respects defective. The care of these unfortunate persons involves considerations of humanity of the highest order, and I confide in your readiness to bestow your best attention on any measure that may be submitted to you, for the remedy of this evil.

In all the measures which you may adopt for the promotion of the interests of the Province, and the happiness and contentment of the people, you may rely on my zealous co-operation, and I shall now further detain you from the important duties in which you are about to engage, only to express my humble hope that the Almighty may render our endeavours efficacious for the public good.

UNITED STATES, Aug. 24.—*Scene in Congress.*—The House having considered the Bill for the personal safety of passengers by steamboats, went into committee on the Light House Bill.—Mr. Polk, of Tennessee, said it was not his purpose to discuss the Bill before them, but, among other things, to show that the Whig party had "gone into liquidation, and cannot pay ten cents to the dollar."—These and other reproachful expressions brought Mr. Cullom on his feet, and he repelled the charges as "utterly false."

The Chairman, amidst great confusion, called to order.

Mr. Polk, (in reference to assertions made by Mr. Cullom)—"I will make the charge a fixed one—he (Mr. Cullom) lies."

Much excitement hereupon ensued, and apprehensions were entertained of a personal conflict.

Mr. Cullom.—"When my colleague insinuates that I have made false representations, *he* is a liar."—(Sensation.)

Much more in the above style of oratory followed, Mr. Polk observing, among other things, "I said you were a liar, and I say so again."

Mr. Cullom retorted that he held Mr. Polk and his bragadocia in utter contempt.

The Committee rose without coming to a conclusion.

ALBANY, August 22.—About five o'clock this afternoon one of the skiff boats plying between this city and East Albany was upset. There were on board at the time some fifteen or eighteen persons, men, women and children. Eight or ten were picked up by small boats which came to their assistance, but the remainder were drowned. The waves were running quite high at the time. The boat was overloaded at the time, but the cause of the accident was the attempt of a person to get his hat, which had been blown off. Up to 7 P. M., seven bodies had been recovered.

STEAMBOAT BOILER EXPLOSION—*Loss of Life.*—Steamer Franklin, No. 2, for Louisville, burst her boiler six miles below St. Louis. 23d inst. Thirty persons were scalded, nine were killed, and six are missing.

NEWS BY THE ATLANTIC.

The United States mail steamer *Atlantic*, with four days later news from Europe, arrived at New-York on Sunday morning last, in ten days and seven hours, bringing Liverpool dates to the 11th instant, and 112 passengers. The *Asia* arrived at Liverpool on the 7th.

The news is of no special importance. The fishery question is discussed in most of the London papers, and has caused a slight depression in the funds. The general belief appears to be that the matter will be settled amicably.

Mr. J McGregor, formerly President of the Board of Trade, publishes a letter in the *Daily News* and other metropolitan papers, strongly in favour of an amicable adjustment of the fishery question. On the same subject, the *Daily News* of the 9th says, in its remarks on the Money Market—"As regards one of the points that has told very sensibly in favour of the *bears*, namely, the American Fishery, we are in a position to state, from the best authority, that in the present position of affairs there is not the slightest ground of fear that any interruption of our friendly relations with the United States will ensue."

The subject of the Fishery difficulties is alluded to as follows by the *London Morning Herald*, (Government organ) of the 9th instant, which may be regarded as semi-official:—

"In reference to a question which naturally at this moment absorbs the public attention, both in England and in the United States, the facts are as follows: Her Majesty's Government have made no new claims on the United States, and have withdrawn no concession made to that Government. No reversion of the long vexed question respecting the Bay of Fundy has been mooted. Lord Aberdeen's concession of 1845, respecting that arm of the sea, (guarded as it was by his Lordship by an assertion of our rights over the whole Bay,) remains where it was. All that has been done by Government is to strengthen our squadron on the coast of Newfoundland, Nova-Scotia, and New-Brunswick, to defend a right which the United States do not, and never did dispute, namely, that of retaining exclusively in our possession the water within three miles of our own shores, from the encroachments of the French and the American fishermen; and the American vessel, the *Coral*, alluded to, was seized within a quarter of a mile of our own coast. Our squadron is now no larger than the French one on the same coasts. Our right is that which demands the respect of all nations of the globe—one acknowledged by international law; and if for many years our successive Governments have neglected to protect their fellow subjects, as France and the United States always protect theirs, both in America and in the Channel, we can only be grateful to our present ministers for repairing their fatal supineness.

"We shall return to this subject, upon which here and across the Atlantic, the public have been most grossly misinformed and misled."

The correspondence of some of the London papers, states that a second attempt has been made on the life of the Austrian Emperor. The real truth seems to be that only one attempt was made, namely—that at Grosswardein, already announced.

The London *Times* of Wednesday, in its leader, attributes the difficulty in the Kane extradition case to a hankering for Irish votes in the approaching Presidential election.

The Peninsular and Oriental Company's screw steamer *Formosa* sailed from Southampton on the 7th, for Port Philip and Sydney, and is afterwards to be placed on the route between Singapore and the Australian colonies. She is the fourth steamer that left England for Australia. Emigration to Australia still continues undiminished—fifty ships, from 500 to 2000 tons, are entered to sail during the present month from Liverpool, London and Plymouth.

A strike in the iron trade was apprehended in Staffordshire. Notice had been given by the operatives, but the masters had resolved not to yield.

Accounts from the potato crops are at least no worse.

One of the most extensive fires that had occurred near London for a considerable time, happened on Sunday morning, Aug. 8, by which the Tottenham Oil Mills and surrounding property, to the value of several thousand pounds, were destroyed. Nearly 100 tons oil took fire, and as the tanks burst, the blazing liquid ran into the river and floated on the water, presenting an extraordinary appearance. About fifty families are thrown out of means of support by the fire.

CONTINENTAL SUMMARY.—A letter from Rome gives some details of the recent arrest of members of the revolutionary committee residing in Lombardy, Tuscany and the Roman States. It appears that the Austrian Council at Genoa, hearing of the death of a person, a Lombard by birth, went to place seals on his property, when it was found that the deceased was one of the paymasters of the conspirators. The mode of carrying on the correspondence was also discovered, being by means of silk handkerchiefs, the colours of which disappeared by chemical washing, the writing being brought out by the same operation. In consequence of this discovery, arrests have taken place at Fonara and other places in the Roman States.

The greater part of the town of Enisfield, in the Principality of Coburg, was destroyed by fire on the 29th July.

A violent shock of an earthquake was felt at Lindan, Bavaria, on the 30th July.

The *Prussian Journal* of the 4th says a postal treaty has been, or is on the eve of being, concluded between Prussia and the United States, whereby single letters may pass between any part of the United States and the German Postal Union at the reduced charge of thirty cents.

The latest piece of gossip is that Marshal Haynau's winnings at the gaming table amounted to 260,000 florins, which, it is said, he intends to give to a charitable institution at Vienna.

The great enterprise of draining the Lake of Haarlem, is completed, and there now remains of what was once a sea only some small pools of water, which the engineers are preparing to remove.

The cholera has made its appearance in Dantzig, and been very fatal; four out of every eight attacked died. At Seiradz, in Poland, its ravages had been very great.

The railroad treaty between Austria, Parma, Modena, Tuscany and the Pontifical States has just been published. This is the first step of importance towards the realization of the Austrian grand scheme of uniting the countries of Continental Europe in one commercial and customs union.

The banishment of Georgy, the Hungarian general, to the fortress of Kustein, was in consequence of the Austrian Government taking offence at the publication of his book on the Hungarian war. He is placed under the police surveillence.

It is understood in diplomatic circles in Vienna that Lord Westmoreland, whose departure for Rome has been already mentioned, has been entrusted with a mission of reconciliation to the Italian potentates. He has been instructed, it is said, to assure the authorities everywhere that the English Government, although in favour of constitutional liberty at home, will never intermeddle with the affairs of other nations with a view to foster discontent.

The Berlin *Times* announces that the property of all Poles who took part in the late Hungarian revolution is confiscated by the State, and they themselves proscribed.

FRANCE.—Prince Napoleon Bonaparte, son of ex-king Jerome, has been offered the ministry to the United States, in place of M. Sartiges. He has declined the embassy, but will go temporarily to Washington.

A further modification of the Cabinet is entertained, but without the introduction of any new element. M. Baroche, it is said, will be transferred to the Home Department, Persigny to the Department of State, and Fould to the Ministry of Finance. Louis Napoleon has ordered the Duc de Enghein's monument in the Chapel of Vincennes to be defaced. The rumours that a treaty of commerce with England was contemplated are decisively contradicted by the *Constitutionnel*. The *Moniteur* announces that the commercial relations between France and Belgium are placed under the *regime* of the common law, the treaty of 1845 not having been renewed.

The *Journal des Debats* contains a letter from M. de Coninck, stating that the wheat and rye harvest, and the beans and potatoe crop in France will produce less than a fair average this year, and recommending the French Government to make a change in the existing corn laws.

A decree in the *Moniteur* authorizes the return to France of MM. Thiers, Creton, Duvergier de Hauranne, Chambolle, de Remusat, Jules de Lasteyrie, and Gen. Laidet; and the interdiction to reside in France is removed in favor of MM. Michel Renaud, Signard, Joly, Theodore Bac, Belin, Besse and Milotte. Surprise is expressed at the absence of Victor Hugo's name.

The last descendant of Corneille was discovered the other day—an old man of 70, and in great poverty. President Bonaparte has granted him a pension of 2000 francs.

The rumours that have been lately circulated of an intention on the part of the Government to form a treaty of commerce with England, are decisively contradicted by the *Constitutionnel*, the organ of the Protectionist party.

Alexander Dumas has just entered into an agreement with a publisher at Turin, for the publication of a new romance, entitled "The House of Savoy." It is to embrace the most interesting periods of Savoyan history, from Emanuel Philibert to Charles Albert. Dumas is expected soon in Savoy to visit the scenes of which he will write. The first number of the work will appear in September, in French and Italian.

CAPE OF GOOD HOPE.—The steamer *Propontis* arrived at Plymouth on the 10th, with dates from Grahamtown to the 26th June. The intelligence represents affairs at the Cape to be in a desperate condition. The *South African Advertiser* says disorder and danger, as well as actual war, have become general for fifty miles or more on both sides of a border line some 150 miles in length. On the 11th of June, five ammunition waggons were captured by the Caffres, and eleven of the guard killed, and seven wounded.

LATER FROM EUROPE.

[By Telegraph to the News Room.]

The Steamer *Asia* arrived at New York on Wednesday night, with three days later news.

Mr Thomas Baring, of the firm of Baring Brothers, is reported as co ming out to settle the fishery dispute. Several Steamers are rapidly being fitted out in England,—their destination is said to be the fishing grounds in North America.

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Enquiries are being made as to the capabilities of the British Merchant Steamers for mail purposes.

Wheat has advanced from 2s. to 3s., and flour from 1s to 2s. Cotton was firm, but quotations unchanged.

Capt. Richard Wright, of the firm of W. & R. Wright, of this City, came passenger in the Asia.

SECOND DESPATCH.

It is denied in well-informed circles that Mr. Baring's visit to America is an official one regarding the fisheries.

The Queen of England had arrived at Antwerp on the evening of the 11th inst.

Buenos Ayres is again in trouble. Urquisa is trying a *coup d'etat.*

Ship News per Steamer "Asia."

Arrived at Wexford, 9th, brig Forth, Cahil, St-John.—At Dublin, 11th, Millman, Barclay, do.—At Gravesend, Eva, Philbrook, ditto.—At Liverpool, American Union, Chase, do.; Meridian, Manson, ditto.

Cleared at Liverpool, Aug. 13th, ship Falcon, for St. John.

Loading at Liverpool, Aug. 14th, Sir Harry Smith, Quebec; Great Britain, Devon, and Themis, St. John.—At London, Acteon, do.—In the Clyde, Henry Holland, and Village Belle, do.

WASHINGTON, Aug. 12.—Information has been received at the State Department from J. Everett Smith, U. S. Consul at Grand Turk's Island, of the erection at that place of a new lighthouse, to be completed and in operation by the 1st of October next.

NEW-YORK, Aug. 23.—The greatest activity in fitting out vessels of war now prevails at the Brooklyn Navy Yard. Frigate Raleigh, the Old Macedonian, has now got her masts, and is fast getting ready for sea. The Constitution has nearly completed her repairs. The Independence still remains in the dry dock repairing. The North Carolina is receiving recruits, and has now on board between 200 and 300. A large number of the new seamen, however, have deserted within the past week.

It is rumoured that there will be a change in the management of the Yard in about a week. Com. Salter, who is now in command, has been appointed, it is said, to the Brazil station, and his place will probably be supplied by Captain Paulding, son of the former Secretary of the Navy.

One of the United States coast surveying steamers, which sailed from this port a short time ago, took fire from the furnaces while at sea, and had to return for repairs.

STEAMBOAT COLLISION ON LAKE ERIE.—*Erie, N. Y., Aug.* 20.—The steamor Atlantic, at two o'clock this morning, came in collision on the lake with the propeller Ogdensburg, and sunk in half an hour. The Atlantic had on board 500 passengers, 250 of whom were lost.—The remainder succeeded in getting on board the Ogdensburg with nothing on but their night clothes, and were brought in here this morning. The Ogdensburg was somewhat injured, but lost none of her passengers. It is believed that all the crew of the Atlantic were also lost, with the exception of the captain and first mate.

At the time of the collision a dense fog was prevailing. The passengers were all in bed, and the Atlantic was in charge of the first mate.—Immediately following the collision the utmost confusion prevailed among the steerage and deck passengers, a very large proportion of whom were Norwegian emigrants. Many of them, in their terror, jumped overboard instantly. Capt. Petty vainly attempted to calm their fears, by assuring them there was no danger, hoping to keep the steamer on its course and reach port in season to save them;—but the water gained so fast on the efforts of the crew, that by the time she had proceeded two miles from the spot wher the collision took place she was found to be rapidly sinking.

The fires in the engine room were extinguished by the rising water, and a scene of terrible confusion followed. The emigrants, who could not understand a word spoken to them, added horror to the scene by their cries and exhibition of frantic terror.

The cabin passengers and all others who could be made to understand the exhortations and orders of the captain and officers, remained comparatively calm, and provided themselves with chairs, settees and beds; all of them wore patent life preservers, which buoyed them up in the water, and they were thus saved.

Great numbers of the emigrants jumped overboard in their terror, without any provision for their safety, and thus rushed on to certain death. The fog was a sad hindrance to the efforts made at rescue, but some 250 were picked up by the propeller and taken to Erie.

From the best information we can give, we are led to the belief that not less than THREE HUNDRED lives are lost.

Great excitement exists at Erie against the parties connected with the steamer Atlantic, and at a meeting of the survivors a series of strong resolutions, condemning the inefficiency of the so-called life preservers, the want of boats, &c., and calling for the arrest of the officers of the vessel, were adopted.

The *Albany Evening Journal*, of Saturday, furnishes a few additional particulars of the disaster to the Atlantic, on Lake Erie. It seems that the forward cabin below was occupied by about 150 men and women with their children, all of whom must have perished. When the propeller struck her, her bow opened and the water rushed in in torrents, filling the cabin in an instant, and causing almost immediate death to those who were sleeping there. The principal loss of life appears to have been from this cause, and in consequence of some of the Norwegians who were sleeping on the main deck jumping overboard.

Mr. Blake, of Connecticut, who escaped from the collision on Lake Erie, estimated that of the 500 or 600 on board, not over 125 were saved, making nearly 400 persons who had perished. He says, so crowded was the Atlantic, that the Captain had to leave 50 or 60 at Buffalo. He describes the night as almost clear, and thinks that the strongest censure is deserving somewhere.

REMARKABLE VOYAGE.—The ship *Onward*, Capt. George Welsh, of this port, left Liverpool with a full complement of emigrants for New-York, on the 17th May; after landing the emigrants all well, she proceeded to Quebec, there loaded a full cargo of about 1300 loads of wood, and arrived in the Mersey on Sunday the 8th instant—thus completing the voyage in *eighty-three days*—the quickest on record.—This fine ship was built by James Smith, Esq., of St. John, New-Brunswick.—*Liv. Courier.*

NEW METHOD OF NAVIGATING BY STEAM.—A new steamboat, named the Rotary, built by Mr. Eckford Webb, of Green Point, and owned by Mr. E. Borrows of this city, will make her first trial on our rivers, on Tuesday next. She is a well built and fine looking boat, being 75 feet long, 13 feet beam; 4 feet depth of hold, and 22 feet across the guards. She is to be propelled by a Rotary Engine of Mr. Borrows' invention.

The ship "Robert Centre" was totally destroyed by fire in New York on Friday last.

COMMUNICATIONS.

[FOR THE COURIER.]

MESSRS. EDITORS,—As I think the following hints might be of some public benefit, if published, I send them to you for that purpose. Please insert them in next *Courier*. A friend of mine, who is a scientific and practical agriculturist, says that one acre of grass cured with salt is equal for fodder to one acre and a quarter cured in the usual manner; that the cost of salt for a ton of hay is about 3d.; that by using it, hay can be cured in a shorter time, with less labour and with much less risk of injury from unfavourable weather. Also, that the manure made from salted hay is far superior to that which is made from unsalted. He likewise recommends stacking and salting, in alternate layers, straw and partially dried grass, and states that the straw will absorb the superabundant moisture from the grass, thereby curing the grass, and becoming nearly as good as hay itself.—Now that our hay crop is light and deficient, would it not be well for our farmers to give these things a turn over in their minds; and if they think well of them, to put into immediate practice these methods of saving fodder? Perhaps some of them would state, in the public prints, their opinions on the subject.

26th August. CORNUCOPIA.

MESSRS. CHUBB & Co.—Having observed in several of the City papers an advertisement headed "Fraud Detected," in which reflections are cast on Mr. John Kinnear for selling, as it is alleged, paint, under the title of "Ross' Fire Proof Paint," which was not that article, I beg to state in the absence of Mr. Kinnear, that he received his paint, to my knowledge, from the United States as *Fire Proof Paint*, and sold it as such, unconnected either with Mr. Ross or any other name. Neither Mr. Kinnear nor myself were aware that Mr. Ross' Paint was of so superior a quality as to make it an object for any person to use his name as a recommendation to another article. I am, Sirs,

Yours truly, FRED. C. K. FRITH.

St. John, N. B., Aug. 24th, 1852.

☞ The Steamer *Eastern City* will not leave Boston for St. John, before MONDAY morning, 30th inst.; returning, will leave St. John for Boston on the WEDNESDAY following.

Passengers in the ship *Pilgrim*, on Wednesday last, from Liverpool, JOHN DUNCAN, Esq., and family, after an absence of fourteen months.

MARRIED.

On Tuesday evening last, by the Rev. Mr. Stewart, Mr. Wm. J. Parker, of Halifax, N. S., to Miss Eleanor Richards, of St. John, N. B.

On Thursday evening, by the Rev. R. Knight, at the house of the bride's father, Mr. John Turnbull, to Miss Eliza Moore, all of this City.

On Thursday ev