The Courier.

SATURDAY, AUGUST 13, 1853.

Some of our contemporaries in Halifax have manufactured another Railway grievance, in the shape of the Canadian Trunk Railway Company having leased the Railway to Portland, and thereby dissolved their long-cherished vision of making Halifax the Atlantic outport of all the Canadian trade. They seem to imagine that because they confidently believed and asserted that the import and export trade of the West would find its way over eight hundred miles of railway, from Montreal to Halifax, merely because it went through British territory, instead of seeking an outlet to the ocean of less than three hundred miles, from Montreal to Portland, that it was really so; and on this false data was based all the absurd calculations of profit which induced our neighbours in Nova-Scotia to cling so earnestly to the scheme of a Quebec and Halifax Railway, and to abandon the project to which, by their representatives, they pledged themselves at the Portland Convention.

It is a fact, and was always a fact, that Portland being the nearest Atlantic outport to which a railway could be constructed from Montreal, would, whether the Railway were an independent one, or under the control of Canada, command the heavy goods trade of the West; and it was merely in consequence of a prudent and timely recognition of this fact that the Canadian Company obtained control of the road.

The project of the European and North American Railway was based upon the fact that as this railway would shorten the time of travel between London and New-York by at least three days, it would sooner or later be required by the spirit of the age, and that therefore every step taken to further it was in the right direction.

It was never supposed by sensible men, out of Halifax, that a railway from Quebec to Halifax would pay, or that it could or ought to be constructed other than for Imperial purposes and at Imperial cost.

We do not speak on authority, but we have a strong suspicion, that the delay which has taken place in getting Railway matters put on a proper footing in Nova-Scotia, and perhaps to some extent in New-Brunswick, has been mainly occasioned by the difficulty experienced by the friends of the Provinces in obtaining the necessary Imperial assistance towards the original Quebec and Halifax Railway, *without which it of course cannot be built.*

We should say, therefore, that our friends across the border, as well as the few impatient folks on this side, do not do well to grumble at what cannot be helped. Thanks to Providence, to the Portland Convention, and to Jackson, Archibald & Co., we are now sure of the European and North American Railway, at all events, and that, we think, is quite enough for a beginning.

Mr. [illegible] with assistants, arrived at Shediac during the week, and we understand [illegible] will be at once commenced. [illegible] Any number of labourers will [illegible] employment there at good [illegible]

[illegible] much pleasure to inform our readers [illegible] a new branch of business is about to be commenced in this Province—that of a Cotton Manufactory. Mr. Kingston is now on his way [illegible] Packet Ship *Liberia*, with the necessary machines for carrying on the manufacture of cotton [illegible], and we heartily wish him every success in this undertaking. Mr. K. was for several years the manager of a large factory in Norway; and as he contrived to keep his looms going there in the midst of winter, we are confident he will be able to do so in New-Brunswick. We augur satisfactory results from this attempt, and we hope Mr. Kingston is the harbinger of many men of enterprise, who will follow his example and settle in this country, the advantages of which are only now beginning to be made known and appreciated in Great Britain.

Registry Act.—A case having recently occurred at this port where the owner of a vessel registered here resided in a foreign country, and the question having been brought under the notice of the Honorable Board of Customs, they have acquainted the Controller at this port of the particulars of a case that recently occurred at Halifax of an analogous nature, in which they decided, with the advice of their Solicitors, that under the form of declaration contained in the New Navigation Law, all natural born subjects of Her Majesty, although residing in a foreign country, upon making the declaration prescribed by the Act, as well as upon complying with all the other legal requisites, are to be deemed to be qualified to be owners of British ships. Formerly, a British subject residing in a foreign country was not deemed qualified to own a British vessel.

Circuit Court.—The Court was engaged on Monday afternoon, and all day on Tuesday, with the trial of William Reed, John Starkie, George Clingham, and James Akerley—the young men charged with an assault on William McAvoy, Owen Cullinan, and Mary Ann Creary, near the Suspension Bridge, on the 12th July last. The evidence for the prosecution was nearly the same as that adduced against them on the examination at the Police Office; but from the statements of two of the witnesses for the defence—one of them a younger brother to the prisoner Starkie, and who was in the waggon with him, and made the fifth person alleged to have been engaged in the assault, and the other a young man named Rathburn, who witnessed the occurrence from the opposite side of the river—it appeared doubtful which of the parties gave the first offence. The Jury, after a short consultation, without leaving the box, returned a verdict of *Not Guilty.*

The trial of Reed and the other young men, for stabbing Dennis McAvoy, has been ordered to stand over until the other business before the Court is got through with, when it will take place, if McAvoy is able to attend; in the meantime the parties have been liberated on their own recognizances.

On Wednesday, the man Riordan, charged with causing the death of his wife, was put upon his trial for murder. It appeared that she was in the habit of getting drunk, and that they occasionally quarrelled, when he would beat her; but the evidence not being sufficiently conclusive that the woman's death was caused by the drinking or by the violent usage of her husband, the Jury, after a short absence, returned a verdict of *Not Guilty.*

At the Annual Meeting of the Stockholders of the New-Brunswick Electric Telegraph Company, held on Monday last, R. Jardine, J. Duncan, E. Allison, R. Reed, and Geo. E. Morton, were unanimously elected Directors for the ensuing year. At a subsequent Meeting of the Directors, R. Jardine, Esq., was unanimously re-elected President.

Consecration.—We learn from the *Freeman* that the Consecration of the Roman Catholic Cemetery will take place on Sunday next, (to-morrow.) His Grace the Archbishop of Halifax will be chief celebrant, and will preach on the occasion. The ceremonies will commence at half-past ten o'clock, A. M., and as the attendance of all the Priests in the City will be required, there will be no Mass in the City after nine o'clock. As the ceremonial on this occasion will be profoundly interesting, and will be conducted with somewhat of the pomp usual in Roman Catholic countries, it is probable the congregation will be very large. Should the day be wet, the Consecration will take place the next day.

The Heron Family.—"All the world's a stage—the men and women players." So says the immortal Shakspeare, and we humbly endorse the dictum, and must add that we would fain desire that some of the *actors* which daily *exhibit* in our own vicinity would throw into their personations and assumptions some few, if not all, the qualities which have rendered the Heron Family so universally popular and fascinating. We say this in consequence of the announcement of the re-appearance of the above general favourites at the Mechanics' Institute on Monday evening next; and we heartily welcome them once again to our City, inasmuch as, that apart from their professional ability, the Heron Family bring with them the undimmed lustre of a good name, and those domestic and moral virtues, the absence of which, unfortunately, characterizes certain members of the "sock and buskin."

We are indebted to Messrs. Ansley & Tufts, agents in this City for Valentine & Co.'s Express, for a parcel of late papers, including *London Shipping Gazettes* to 26th ult., from attentive correspondents in Boston, per Steamer *Eastern City*, on Thursday evening.

New Vessels.—A well built Brig, measuring 190 Tons, N. M., and 245 tons, O. M., was towed into this harbour from Quaco, a few days ago. She was built by Mr. James McLean Brown, of St. Martins, and is owned by Mr. Geo. Eaton and Mr. John Mahoney.

A very handsome Ship, called the *Joseph Rowan*, was launched on Wednesday last, from the building yard of Mr. Stephen Rowan at Indian Town. She measures 935 tons, N. M., 901 Tons, O. M.,—was built under special survey, and has the appearance of being a fast vessel. She is owned at present by the builder.

St. Stephen's Bank.—This institution is one of the best managed of the kind in the Province. For seventeen years past it has not failed to pay a dividend annually, of eight or nine per cent, and within the last six months it has declared a regular dividend of five per cent. for that period, besides a bonus of twenty per cent and an extra dividend of four per cent.

At the last session of the Legislature the capital stock of the Bank was increased £25,000; one half of this amount was disposed of at public sale, on the 3d inst., at a premium ranging from ten to thirteen per cent.

Acadia College.—Meetings of the Board of Governors of Acadia College have been held in this City during the present week. The Board includes among its members the Hon. J. W. Johnston, the Hon. W. B. Kinnear, and other leading members and Elders of the Baptist Church in Nova-Scotia and New-Brunswick. The principal object of the meeting was to induce the Rev. Dr. E. A. Crawley to resume office in the College; and we learn that that gentleman has signified his willingness to do so, and it is expected he will become President, and Professor of Hebrew and Biblical Interpretation in the Theological Institute, and that Dr. Cramp will be Principal of the Theological Institute, and Professor of Logic, Political Economy and History in the College.

We are requested to state that Capt. Moore, of the Brig *Vixen*, has again presented several specimens of Natural History, from Surinam, as donations to the Museum of the Institute, for which the Directors return thanks. If Supercargoes and Masters of Vessels, when abroad, would remember the Museum of the Institute, many curiosities might be added to its present valuable collection, which would reflect credit on the donors, and add to the attractions of the Museum.

Edinburgh Review (July No., reprinted by Messrs. Leonard Scott & Co., New-York,) has been handed to us by Messrs. McMillan & Co., of this City. To those who are searching for the riches which await their diligence in the wide and inviting fields of literary wealth, the present No. will prove a veritable "nugget," and each of the following articles which compose it will be found to have the "true ring" and stamp of the genuine metal:—

1. Austrian Court in the Eighteenth Century.
2. The Nations of India, and their Manners.
3. Lord Grey's Colonial Administration.
4. Relations of England with China.
5. Lives of the Devereux Earls of Essex.
6. Popular Education in the United States.
7. Quarantine, Small-Pox, and Yellow Fever.
8. Larpent's Journal in Spain.
9. The French Navy.

☞ Messrs. [illegible] & Co., of Boston, have furnished us with copies of the August numbers of *Harper's* and *Putnam's Magazines*, and we have received from the publisher in Philadelphia, *Godey's Lady's Book* for Aug. They are all excellent in their way, and may be obtained, with other popular publications, at our Book Store.

The Church.—On Sunday morning the 31st ult., the Lord Bishop of the Diocese administered, in the Parish Church of Petersville, the solemn right of Confirmation to thirty-five young persons, whom he afterwards addressed at length, in language peculiarly suited to a rural Congregation, on the necessity and profitableness of personal and practical holiness, urging forcibly the duty of reverent behaviour in the House of God, as one of its important and outward manifestations. The sacred edifice was filled to its utmost capacity, and many scores of persons failed in obtaining seats. The Bishop preached in the afternoon in the new and beautiful Church, now in course of completion in the Douglas Valley. The sermon, which was founded on the words of St. John's Gospel, xi. 11, "Our friend Lazarus sleepeth," &c., was listened to with the deepest attention, and a wish was expressed at the close of its delivery, that his Lordship would consent to publish his admirable discourse. The congregation was very crowded, and included persons from a distance of more than twenty miles. The Churchmen of the Parish were much delighted with their Bishop's visit, and would be glad to see it early repeated.—*Chronicle.*

We are gratified (says the Head Quarters of Wednesday last,) to be enabled to lay before our readers, near and remote, an authorized statement of the services and ceremonials of the Consecration of the Cathedral on the 31st instant:—

"It is intended to Consecrate the Cathedral on August 31st, instant. Divine Service will be held at 11, A. M., and 6, P. M., on that day and the two following days.

"The Right Rev. the Lord Bishop of Quebec, (formerly Rector of Fredericton,) has kindly undertaken to preach in the morning, and the Right Rev Bishop Southgate in the evening of the day of Consecration.

"The Rev. Dr. Haight, Professor of Theology in the New-York General Theological Seminary, has also kindly consented to preach. The Bishop of Fredericton will deliver his Charge to the Clergy on Thursday morning, the 1st September."

We are enabled by the information of a thoroughly informed, discreet, and valuable friend to report, that nine miles of the St. Andrews and Quebec Railroad are completed, and that locomotives with ballast trains are regularly employed upon it.

That the road is far advanced towards completion to the Rolling Dam, (about twenty miles from St. Andrews) that 400 men are now constantly employed on this section, and that it will likely be finished in a few months.

For twenty miles from the Rolling Dam to the Howard Settlement the country is very easy, being almost a dead level.

It is uncertain as yet whether the road will come out to the St. John River at the Shugamock, or be carried through the Howard settlement and Richmond.

That preparations are being made to erect a large wharf at the St. Andrews terminus.

All this is highly honorable, satisfactory, and *true.—Head Quarters.*

There is a prevalent rumour that the *Chief Superintendent of Schools* has tendered the resignation of his office. This is greatly to be regretted and rejoiced in. Regretted, because so competent an officer can scarcely be expected to supply his place; rejoiced in, because the resignation will probably in the end teach (if anything will teach) the public and the Legislature where the real difficulties in working out a scheme of liberal public instruction exists.—*Ibid.*

Shipping at Quebec.—The arrivals to the 5th inst., this year, amount to 693, and their aggregate burthen to 286,111 tons, being 137 vessels, and 43,589 tons, more than to the same date last year.

There have been 2615 passengers less this season than last—the numbers being, in 1852, 4918; in 1853, 2303.

Custom House Officers in Canada.—In the House of Commons, on the 15th July, Mr. Hume asked the Chancellor of the Exchequer whether, as the Navigation Laws had been abolished, the Custom House Officers in Canada, maintained at the charge of £1779 by the Imperial Government, were to be abolished; and whether the duties required under the Navigation and other laws could not be performed efficiently by the Canadian Custom House Officers?

The Chancellor of the Exchequer said that all the charge was, in reality, much larger, as it amounted in all to nearly £13,000; and, in answer to the question of the hon. member, he had to state that he had been engaged in an examination into the subject, and it was one requiring consideration in detail. The duties performed by the Custom House Officers in North America and in the West Indies were of a statistical nature, and he thought it fair that those duties should be discharged by the Colonial Officers without any charge upon the Home Government. A correspondence on the subject was going on, and until it was concluded he was unable to assume what its result would be, but he hoped that it would have the effect of doing away with a great part, if not the whole, of that charge.

It is stated that arrangements are actually in progress for laying down a submarine telegraph between Galway and Halifax.—*Halifax Times.*

ARRIVAL OF THE BALTIC.

The Steamship *Baltic*, of the Collins line, arrived at New-York on Sunday last, from Liverpool, with English dates to the 27th July.

It is officially stated that the "Queen has passed through the measles in the most favorable manner, and her Majesty is now convalescent." It was reported at Dublin that she would leave London for Dublin on the day after the prorogation of Parliament, which is expected to take place on the 25th of August.

From Ireland the agricultural reports continue to be upon the whole satisfactory. The yield of wheat will be short; but of oats and barley there promises to be an abundant crop; whilst the potatoes appear to have passed over the critical period almost untainted with blight, and the green crops are said to be luxuriant.

The *London Times*, commenting upon the latest phase of the Turkish question, alludes to the slow progress of the negotiations and says: "It cannot be forgotten that the other powers are discussing propositions and protocols with the Ministers of the Emperor Nicholas, while the Russian Generals are engaged in active operations tending to establish their power over provinces which do not belong to their master. The delay which presses so heavily on the Ottoman Empire, and on all the interests of peace, is in favour of Russia, and on all the designs of war."

After remarking upon the appliances made use of by the invaders to Russianize the Principalities, the *Times* continues: "The months of May, June and July have already been consumed in these discussions, but they have been employed by the Russians to accomplish their objects precisely at the most favorable season of the year for them. August and September now only remain to determine the momentous question whether Russia is to hold the Principalities for the winter, and on the decision of that point probably rests the existence of the Ottoman Empire. If the Russians speedily withdraw from the Principalities, this dispute may, for the time, be healed; if they remain there, nothing can prevent the increase and ultimate explosion of the dangers which impend over the interests and tranquillity of the world."

The *Agamemnon*, 91, screw, Capt. Sir Thomas Maitland, C. B., bearing the flag of Rear Admiral Corry, seemed the chief object of curiosity in the fleet at Spithead, on the 16th July, during the general Royal salute, to the Royal Yachts with Her Majesty and Court on board, *en route* to Osborne. The *Agamemnon* had just returned to Spithead, having been cruising since the 8th, to the westward of Scilly. Under canvass she was the astonishment of all aboard; many say she is the stiffest ship they were ever in, and very fast; indeed, she behaves nobly; her speed, with the wind abeam under royals, being 11¾ knots per hour, or as fast as the Royal Yacht can steam! She was off the Lizard on Friday morning at four o'clock, and anchored at Spithead at eight, a run not done every day under sail alone. Her steaming trials are not of sufficient consequence to mention, as steaming was not the object of her trial cruise. She took the *Comus*, 18 gun sloop, in tow, on leaving the Knab, on the 18th inst., on her way down Channel, as far as the Start, and although the *Agamemnon* had only three boilers in use, she was obliged to slacken her speed, as she was towing the sloop nearly bows under! It is expected that the *Agamemnon* will be docked, to have an improvement made to her keel; she will then be matchless.

The Timber Trade.—Messrs. Pollok, Gilmour & Co. have taken sixteen acres of the sea beach, about two miles above Port Glasgow, to form ponds or pens for the reception of timber.—*Greenock Advertiser.*

France.—The trial of the persons implicated in the affair of *commune revolutionnaire* terminated on Friday in the conviction of most of the individuals accused. Five of the prisoners who were present were each condemned to five years' imprisonment with fines of 5000f., and two to two years' imprisonment and the like fines. All these are pronounced guilty of having belonged to secret societies, and consequently may at any time hereafter be transported for life at the good pleasure of the government.—Three of the prisoners were acquitted, and the remainder sentenced to various terms of imprisonment with fines.

The Paris correspondent of the *London Times* states that the recent disclosures made by the persons arrested on account the Opera Comique plot show that the attitude of the secret societies has been, and perhaps still is, very menacing. These societies have been, it is true, dissolved; but they are not the less dangerous for that, for they will rally again on the assassination of the Emperor, and a general rising would follow a war. Even now, says the writers, the revolutionary agents attempt to exercise their influence on the public mind. The "cowardice and treachery of the government in abandoning Turkey out of the fear of Russia," and the deficient harvest, are themes earnestly dwelt upon by the agitators, and there is very little doubt that if war were once commenced in earnest, we should witness risings in almost every part of continental Europe.

The marriage between Prince Napoleon and Mademoiselle Vesta, the eldest daughter of the Duke de Rianzares and Queen Christina, is now considered quite a settled thing.

The decree in the *Moniteur*, opening the ports provisionally for corn and flour from Great Britain or British possessions in Europe, has naturally excited some distrust with regard to harvest prospects. Although corn markets have risen, yet the harvest will not turn out, in all likelihood, so bad after all. The large purchases recently made in England on account of the French army and navy will of course come in free of duty, which may be the main object of the decree, for it is not sure that any very large importations will be required. The measure will serve the political purpose of satisfying the working classes in the towns, who were getting dissatisfied at the increasing price of the loaf, and will prevent that formidable cry against the forestallers which could be so easily got up. The price of bread is now higher than it has been for the last six years, and indeed, with the exception of 1846 and 1847, for the last twelve years, while Paris had never at any previous period been so crowded with workmen.

India and China.—The Indian mail has arrived at Trieste, with dates from Hong Kong to June 7th, Calcutta 16th, and Bombay 20th.

The empire of China is divided, and Nankin is independent of the Tartar dynasty. Great anxiety prevailed at Canton, and fears were entertained of a rising.

From Burmah the intelligence is that no advance is to be made on Ava.

THREE DAYS LATER.

(By Telegraph to the News Room.)

Boston, Aug. 11.

The Steamer *Africa* arrived at New-York this morning, with Liverpool dates to July 30th.

The steamer Lady Eglinton, from Quebec, arrived at Liverpool on the 28th, (11 days and 17 hours.)

The Sultan has signed an agreement, dictated by England, France and Austria, and would send an Ambassador with it to St. Petersburg.

Another Hungarian refugee was captured at Smyrna by Austrians, but escaped, and claimed protection of the American Consul, who forced the Austrians to give up his wife and children.

Italy is in a feverish state, especially in the Roman territories. Riots have taken place in many of the Italian cities, also many assassinations, among others, that of the Secretary of the Republic, San Marino.

The Cotton market at Liverpool was firm, with tendency in some description to harden—sales of the week, 78,000 bales. Bread stuffs were also firm—Wheat and Flour closing at full prices of preceding week. In London, the grain trade was dull.

The Yellow Fever at New Orleans.—The total number of deaths at New Orleans during forty eight hours ending at sundown on the evening of the 1st inst., was 290, of which 263 were caused by yellow fever. This is at the rate of 1000 per week. The population of New Orleans does not exceed 117,000, and taking into account the large numbers who have left, probably is not at the present time over 100,000. The mortality is frightful, and we do not wonder that every steamboat which leaves the city is crowded with passengers.

New Orleans, *Aug. 3rd.*—The epidemic is diminishing slowly. Average deaths, 140 daily, of which 120 are from yellow fever.

Aug. 5th.—Col. Bliss, Gen. Taylor's son-in-law, died at Pescagoula to-day of yellow fever. The deaths within the last twenty-four hours amounted to 150 from yellow fever.

William Jackson, M. P., and Mr. Edward L. Betts, of the firm of Jackson, Brassy, Peto & Betts, being present, submitted a proposition for the building of said road, which was provisionally accepted, and the necessary votes were passed for completing forthwith the location of the entire line.—*Portland Advertiser, Aug.* 6.

European and North American Railway.—At a meeting of the stockholders of the European and North American Railway Company, yesterday, they made choice of Directors, as follows: A. G. Chandler, and Noah Smith, Jr., of Calais; E. L. Hamlin, S. P. Strickland, and W. T. Pierce, Bangor; Ruel Williams, Augusta; C. J. Gilman, Brunswick; John A. Poor, A. G. Morton, J. M. Wood, Phineas Barnes, C. E. Barrett, of Portland; Henry V. Poor, of New York.

At a subsequent meeting of the directors, the Board was organized as follows:

John A. Poor, President; John M. Adams, Clerk; Henry B. McCobb, Treasurer.

The Leviathan Steam Ship.—Mr. Betts, the great Railway contractor, who has just left Portland for Montreal, is a Director in the Eastern Steam Navigation Company, who are constructing the Leviathan Steamship, for the purpose of facilitating ocean navigation. The other head of this Company is the Earl of Yarborough, and the names of Mr. Peto and others of equal note are also associated with Mr. Betts in the direction.

This Company has laid the keel of a monster Steamer, whose dimensions are given as follows:

Length,	673 feet.
Breadth,	80 ,,
Out to out of wheel-houses,	120 ,,
Depth of hold from combings of main deck,	60 ,,
Power of engines,	6000 horse.

Her deck presents an area of over 1½ acres of surface.

This ship is being built by Scott Russell, Esq., the greatest naval architect of England, and is constructed in separate compartments, made water-tight, so that in case of her bow or her stern breaking off, she would still be able to float in separate pieces.

We have seen notices of this ship before, but have not been able to ascertain her precise dimensions till now.

All experience has tended to show that speed and steadiness have been attained in proportion to the increase of the size of a ship. The better opinion now is, that 30 feet is the extreme depth of the highest ocean wave, and that a vessel drawing 32 feet of water, of a length of 600 feet or ever, can ride the waves without being moved from a level. We have this opinion enforced upon our attention by several of the captains in the Cunard and the Collins lines.

It is doubtful if such a steamer could enter our harbour, and Halifax is therefore regarded as the most suitable port for this new move in ocean navigation.

This steamer is to sail from Milford Haven, where she is now building, or from Holyhead Harbour, which promises eventually to become the great steamship terminus of the British isles.—*State of Maine.*

Lumber to be brought from Montreal to Portland.—Mr. Samuel Bidder, the Superintendent of the Grand Trunk Railway, has made arrangements, as we are informed, for bringing lumber from Montreal to Portland, and it is believed that a large export trade in lumber will thereby be carried on between Portland and Liverpool—the Act of Congress, of Aug. 8, 1846, authorizing merchandize of every description to be sent through our territory, under bond, free of duty, from the British North American Provinces, to be exported thence within three years thereafter. The plan of Mr. Bidder is to keep in dock at Montreal, or on the Railway wharf, a supply of choice lumber, such as commands the highest price in the English market. He proposes to attach to every freight train, that is not fully loaded with more valuable merchandize, one or more cars loaded with lumber, as the case may be. In this way every merchandize train will come fully loaded from Montreal, and no waste of engine power will be suffered, and the road may be operated with the greatest economy possible.—*State of Maine, Aug.* 10.

Ships Sold at Liverpool.—Among the list of ships sold at Liverpool between the 8th and 23d of July, we notice the following of New-Brunswick build. The Exhibition, of 411 tons, new measurement, and 356 old, built in 1851, zinced and classed A 1, four years—for £3100; Columbus, 939, N. M., £4200; Countess of Loudon, 788 N. M., 702 old, built in 1840, No. 1, £3000; Belmont, 937 N. M., 963 old, built in 1840, £4500; John & Edwin, 169 tons, O. M., built in 1850, A 1, four years, £950; Neleus, 960 N. M., 1117 old, built in 1853, A 1, seven years, £10,500; and a new ship, 1150 tons, O. M., building at Monkton, to class A 1, seven years, at £10 per ton.

The Potatoe Blight has given unmistakeable evidence of its appearance in many fields on the peninsula of Halifax, and along the shores to the Eastward. It has also been noticed in Charlotte County, in this Province.

Improved Stock.—The Lieutenant-Governor of Nova-Scotia, Sir Gaspard Le Marchant, has imported in the ship *Guisichan*, which arrived at Halifax on Saturday last, from Liverpool, six cows, two bulls, and a pig, of approved breeds.

Lord Ellesmere.—It is rumoured that this distinguished nobleman and his family, at present on a visit to Vice Admiral Sir G. F. Seymour at the Admiralty House, intend remaining in this city at least a fortnight longer. His lordship will find, on giving it a fair trial, that the pure air of Acadia will effect wonders in restoring him to perfect health.—*Halifax Chronicle.*

Important Suit in Montreal.—The following is from the Montreal *Transcript*:—"We understand that notice of an action has been served on the Mayor by the relations of James McRea, one of the parties who lost his life by the firing of the troops of the lower division on the night of the 9th June. Damages are laid at £1,000. The civil remedy invoked by this proceeding is under the act 10th and 11th Vict., c. 6, entitled—'An act for compensating the families of persons killed by accident,' &c. &c. It is said that similar actions are about being instituted by other parties."

From California and the Pacific.—San Francisco papers to the 19th of July were received at New-York on Tuesday last, by the steamer *Star of the West*. She brought 400 passengers, and upwards of a million of dollars. The mining news from California is still favourable.—Agriculture generally was thriving. The summer fires were doing much damage in the interior, and the wheat crop was suffering from rust.

The town of French Coral was destroyed by fire on the 8th July—loss, $50,000—and the town of Ophir had also been burnt—loss, $100,000.

Dreadful Railroad Accident.—A collision occurred on Tuesday last, near Amboy, between the trains for New-York and Philadelphia. The baggage car of the New-York train was forced through the ladies' car of the same train, and nine ladies, four children, and three or four men, were taken from the wreck dying or dead. The Philadelphia train was not materially damaged.

Cumana.—A portion of the town of Cumana was destroyed by an earthquake on the 15th ult. and over three hundred persons were buried in the ruins. An exchange says:

"Cumana is the capital of the province of Cumana in Venezuela. It stands on a sandy plain on the east bank of the Manzanares, near the mouth of the Gulf of Cairaco. Its population is about 12,000 or 15,000. It has suffered greatly at different times from earthquakes. It is the oldest European city on the new continent, being built by Diego Castleton in 1553. In 1766 it was almost totally destroyed by an earthquake, on which account the houses since built have been generally low, but many of the buildings are quite handsome."

Sir John Franklin.—Information has been received by the Russian government that several of what are called glass balls, probably bottles, have been found at the mouth of the river Obi, which falls into the Arctic basin at the seventieth parallel of East longitude. This locality is where such articles would be found, if they had been thrown from Franklin's ship, in case they had attained a high Northern latitude. The British government has requested that some of the balls be transmitted to the Foreign Office.

The Rev. James Murray will Preach in St. Andrews Church, to-morrow, the 14th inst., at 11 o'clock, A. M., and 3 o'clock, P. M.

☞ BOYS! BOYS! BOYS! now for the thin Clothes—Linen Coats, Vests and Pants in all sizes, received per Packet *Middleton*, and now ready for sale. J. Garrett & Co., King and Cross-streets. August 6.

Professor Alex. C. Barry's Tricopherous, or Medicated Compound, for beautifying, curling, preserving, restoring and strengthening the Hair, relieving diseases of the skin, curing rheumatic pains, and healing external wounds. Bounded by no geographical lines, the reputation of Barry's Tricopherous pervades the Union. The sales of the article of late years have increased in a ratio that almost exceeds belief. Professor Barry, after a careful examination of his sales book, finds that the number of bottles delivered to order in quantities of from half a gross upwards, during the year 1852, was within a trifle of 950,000.

It is unnecessary to present at length the evidence of the wonderful properties of the Tricopherous, when the public have furnished such an endorsement as this. The cheapness of the article, and the explanations given of its chemical action upon the hair, the scalp, and in all cases of superficial irritation, first recommended it to the attention of the people. This was all that the inventor desired. Every bottle advertised itself. The effects of the fluid exceeded expectations. It acted like a charm. The ladies would not be without it. Country dealers in every section of the United States found they must have it; and thus was built up a wholesale trade of an extent hitherto unheard of as regards articles of this kind. The highest point has not yet been reached, and it is believed the sales this year will be a million and a half of bottles.

Depot and Manufactory, No. 137, Broadway, New-York. Retail price, twenty-five cents a large bottle.

Liberal discount to purchasers by the quantity. Sold by all the principal merchants and druggists throughout the United States and Canada, Mexico, West Indies, Great Britain, France, &c.

June 4.—6¶p

MARRIED,

On the 22d ult., by the Rev. I. W. D. Gray, D. D., Mr. John Corbett, to Miss Jane Corbett, both of the Parish of Petersville.—On the 30th ult., by the same, Mr. William Clifford, to Miss Catherine Handley, both of this City.—On the 7th inst., at Trinity Church, by the same, Mr. John North, to Miss Jane Wyer, both of this City.

By Rev. E. N. Harris, Mr. Richard Dempsey, to Miss Catherine Anderson, both of this City.

On the 2d inst., by the Rev. A. McLeod Stavely, Mr. John Henderson, of William College, Grant, Maine, U. S., to Elizabeth, eldest daughter of Mr. George Gartley, of the Parish of Richmond, County of Carleton.

On the 9th inst., by the Rev. William Ferrie, A. M., Mr. Alexander Watson, to Miss Catherine Gault, all of this City.

On Thursday evening, by the Rev. Samuel Robinson, Mr. John C. S. Martin, to Miss Sarah Elizabeth Prince, all of the Parish of Portland.

At Petersville, on the 14th ult., by the Rev. J. Bartholomew, Mr. Robert Quinn, to Catherine, second daughter of Mr. William Bell, all of Petersville.

DIED.

On the 6th inst., Stephen John, only son of Mr. Henry Coffey, aged 13 months.

On Wednesday morning, Jane Renshaw, aged nine [illegible] five months.

On Wednesday, after a short illness, Anne, wife of Mr. Archibald Wasson, in the 19th year of her age.

On Thursday night, Mr. Thomas M'Williams, aged 54 years. Funeral at 3½ o'clock, P. M., to-morrow, (Sunday,) from his late residence, near Mr. Crosby's Brick Yard.

In Portland, on Saturday afternoon, Helen, wife of Mr. William Rogers, aged 32 years, leaving a disconsolate husband and six small children to mourn their sad loss.

In Portland Parish, on Monday morning, the 1st inst., Arthur McLeod, youngest son of Mr. John G. Tobin, aged one year and five months.

At Carleton, on Sunday evening last, Sophia Ann Turner, aged one year and nine months.

At Springfield, on the 3d instant, Mr. Abraham Fairweather, in the 63d year of his age. In his death his widow and children have lost an affectionate husband and father.

On board Barque *Nova-Scotian*, on the passage from Greenock to Boston, on the 31st ult., Mr. William Wilson, of Saint John, steward, aged 35 years.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Saturday—Ship Perthshire, Welsh, Boston, 4 days—John Robertson, ballast.
Brig Elizabeth, Hunter, Camden, (Me.) 4—Robert Rankin & Co., ballast.
Alfhild, Wahlman, Boston, 3—Cudlip & Snider, ballast.
Steamer Eastern City, Winchester, Boston—Waterhouse, Cross & Co., passengers, &c.
Monday—Ship Stephen Glover, Balding, Boston, 4—W. & G. Carvill, ballast.
Tuesday—Brig Æger, Erishsen, Rochefort, 63—John Robertson, ballast.
Schr. Meridian, Banks, Halifax, 7—J. McGrath, sugar, &c.
Progress, Desjardines, Quebec, 20—T. Gilchrist, flour.
Aurora, Payson, Eastport, 1—Master, ballast.
Emily, Crowell, Halifax, 10—J. McGrath, sugar.
Steamer Admiral, Wood, Boston—George Thomas, passengers, &c.
Wednesday—Barque Arma, Beatson, New-York, 12—H. Garbutt, ballast.
Brig John & Mary, Williamson, Bangor, (Me.) 6—R. Rankin & Co., ballast.
Brigt. Emily, Smith, Sydney, via Halifax, 14—Jos. Fairweather, coals.
Mary Anne, Morton, Sydney, 10—J. Fairweather, coals.
Schr. Chieftain, Frazer, Porto Rico, 16—W. H. Harrison & Co., sugar.
Thursday—Barque Joanna, Morris, Alloa, 49—R. Rankin & Co., coals and malt.
Brig Clarence, Spain, Glasgow, 54—N. S. Demill, general cargo.
Minerva, Shank, Ayr, 46—Jardine & Co., merchandise.
Chameleon, Henderson, Bucksport, 8—R. Rankin & Co., ballast.
Brigt. Conductor, Harris, Boston, 6—C. McLauchlan, ballast.
Eagle, Kuhn, Boston, 4—Geo. Eaton, ballast.
Schr. Stirling, Barker, New-York, 7—George A. Lockhart, flour, &c.
Avon, Pendleton, Boston, 7—Geo. Eaton, ballast.
Martha Greenow, Whelpley, Boston, 9—Master, general cargo.
Josephine, Fritzs, Alexandria, 14—J. & R. Reed, wheat.
Friday—Reported at Lepreaux—Brig Albion, Mullin, Trinidad, 20—Crane & Co., molasses.

COASTWISE.

Saturday—Schr. Diadem, Beazley, Joggins, coals.
Ori, McMullen, Petticodiac, ships' knees.
Minnie, McDonald, Harvey, building stone.
Gazelle, Campbell, Maitland, deals and lathwood.
Britannia, Belyea, Joggins, coals.
Pacific, Copp, Shepody, deals.
Leader, Wood, Shepody, deals. [chandize.
Sunday—Str. Forest Queen, Hatheway, Windsor, merchandize.
Monday—Schr. Weymouth, Templeman, Wilmot, fish.
Victoria, Munro, Annapolis, deals, butter and cheese.
Triumphant, Bisset, Cumberland, bark and butter.
Pilot, Cutten, Annapolis, bark, cheese and butter.
Tuesday—Schr. Triad, Rose, St. Stephens, mill machinery.
Sarah, Jane, Calhoun, Hopewell, deals.
Susan, Morris, St. Andrews, ballast.
Eliza Ellen, Banks, Wilmot, fish, eggs, &c.
Linnet, Cline, Welchpool, ballast.
Str. Pilot, Leavitt, Digby and Annapolis, passengers.
Wednesday—Schr. Flight, Germon, Digby, potatoes.
Str. Commodore, Belmore, Petticodiac, horses, &c.
Forest Queen, Hatheway, Windsor, passengers.
Thursday—Schr. Spartan, Watt, Digby, sheep, &c.
Laurel, Brinton, Wilmot, treenails, cheese, &c.
Telegraph, Gilliat, Annapolis, cheese, potatoes, &c.
Reindeer, Stevens, Quaco, ballast.
Challenge, Hennigar, Digby, mackerel.
Ivy, Sulis, Clements, potatoes and eggs.
Ringdove, Dickson, Grand Manan, fish.
Sisters, Porter, Canada Creek, lambs and fish.
Zephyr, Winchester, Bear River, apples, eggs, &c.
Weymouth, Templeton, Marshall's Cove, oil, &c.
Str. Pilot, Leavitt, Annapolis and Digby, cattle, &c.
Gipsy, Slocomb, Wilmot, cows, butter, &c.
Digby Packet, Turnbull, Digby, potatoes, sheep, &c.
Friday—Schr. Wilmot Packet, Harris, Wilmot, wood.
Str. Commodore, Belmore, Sackville, cattle, &c.

CLEARED.

Aug. 6th—Ship David Brown, Vaughan, Liverpool, 107,000 feet deals and ends, 1105 tons pine timber, 144 tons birch, 20,000 palings, 12 cords lathwood—John Robertson; Middleton, Nichols, Liverpool, 1178 tons pine timber, 67 tons birch, 69,554 feet deals and ends, 9½ cords lathwood—Kirk & Worrall; 3400 laths, 21,000 palings—J. & R. Reed.

8th—Barque Augusta, Jans, Hull, 120,000 feet deals and ½ cord lathwood—S. Wiggins & Son; Schr. Hero, Knight, Portland, 75,000 feet boards and 50,000 pickets—Geo. Eaton.

9th—Brig Progress, Tegan, Dublin, 161,663 feet deals and ends, and 7000 sawn laths—W. & G. Carvill.

10th—Ship Katahdin, Eustis, Bristol, 541,000 feet deals and boards, and 601 feet scantling—John Robertson; Barque Actress, Cain, Port Glasgow, 778 tons pine timber, 40,000 feet deals, 6½ cords lathwood—S. Wiggins & Son; Gunge Rolf, Olsen, Havre, 265,359 feet deals and ends—H. Garbutt; Napoleon, Dannevig, Hull, 263,000 feet deals, and 100 tons birch timber—S. Wiggins & Son.

11th—Schr. Michigan, Blanchard, Providence, 110,500 feet boards and plank, 20,000 laths—A. Cushing & Co.

12th—Brig John Beynon, Beynon, Newport, 191,100 feet deals and battens, 2 cords lathwood—Kirk & Worrall; Schooner Sagamou, Hutchinson, Providence, 75,100 feet boards and plank—A. Cushing & Co.; Louisa, Driscoll, Boston, 330 brls. alewives—E. Allison; 200,000 laths—A. T. Heney.

13th—Barque Providence, Forbes, Leith, 77 pieces birch timber, 360 pieces pine ditto, 4000 sup. ft. deals and ends, 1 cords lathwood—R. Rankin & Co.; Brigt. Laleah, Wilson, Boston, 164,320 ft. pine boards and planks—J. W. Pollard & Co.; Schr. Regulator, Craft, Eastport, 40,000 pickets, 30,000 sawed laths—Thomas Hanford;

Mary Jane, Bissett, Weymouth, (U. S.,) 37,000 ft. pine boards, 380,000 shingles, 975 pieces clapboards—E. D. Jewett & Co.; Chieftain, Frazer, Halifax, ballast—Master; Warren, Grant, Boston, 80,000 feet pine boards and planks—J. M. Pollard & Co.

Port of Buctouche, August 6.—Arrived, American barque Adelaide Cooper, Collins, Bangor, ballast—Cutler & Chipman; schr. Curlew, Eisen, Halifax, flour—J. McPhelim; 10th, brig Sun, Leighton, Hamburg—74 days—J. McPhelim.

Barque Edisto, at Boston, from Smyrna, saw on the 3d inst., lat. 42 26, long. 64, ship Guiding Star, from St. John, for Liverpool.

Brigt. Rose, Cahoon, master, from Guadaloupe, with a cargo of molasses, was wrecked at Barrington about 30th ult.; about 30 casks molasses saved.

Brig Zero, (of Five Islands, Parrsboro',) Harrington, master, from Glasgow, for New-York, with pig iron, went ashore at L'Archeveque, Cape Breton, on the 28th ult.—Vessel likely to be a total loss—sails, rigging, &c. saved.

Barque Regent, Stephenson, of Hull, from New-York, for Quebec, in ballast, was totally lost at White Island on the 29th ult.; crew saved, and arrived at Halifax.

Schr. Guide, of London, from New-York for Labrador, with a cargo of supplies for the fisheries, was wrecked on Sable Island, during a fog and strong S. W. breeze on the 28th ult.

Schr. Pearl, at Halifax, from Saint Mary's, reports, on the 28th ult., when off the White Islands, fell in with a large quantity of wrecked materials, such as planks, timbers, broken spars, part of a boat, and several pieces of American pork, apparently but a short time in the water—picked up a new striped tick bed, filled with chaff. Saw a schooner, called the Magnet, picking up part of the wreck at the same time. Supposed them to be part of a vessel which had struck on the Outer Ledges, the crew of which were probably all drowned.—[Near the same place, a large ship was seen scudding to the Westward during a gale on the Wednesday night previous.]

Arrived at New-York, Aug. 6th, brigt. Isaiah, Fitzgerald, St. John.—At Providence, 3d, brig Charlotte, Kelly, Glasgow.—At Boston, 7th, barque Prince of Wales, Sampson, Liverpool; Fame, Goudy, Glasgow.—At Portland, 8th, schr. Advance, Whittier, St. John.—At Quebec, 4th, barque Havana, Stockton, Porto Rico; brig Margaret, Heard, St. John.

Cleared at Quebec, July 30th, brig Sarah, Thomas, St. John.—At New-York, Aug. 4th, ship David Cannon, Robertson, do.

Arrivals in Britain from St. John.—July 20th—Brig Asia, at Dublin, 19 days; Zetland, in the Clyde; Ellen Forrestal, at Limerick; 21st—ship Southerner, at Glasgow; Tyrer, at Kingstown; Burgermeister Jansen, off Dover; Wolga, at Hull; Sophie, at Warren Point; Paragon, at N[illegible]; 22d—Puella, at Donegal; 23d—Albert, at Greenock; Vigilant at London; Ulverstone, at Hull; 24th—Avalanche, at do.; 25th—Syphax, at London; Jane Lovitt, at Greenock; 26th—St Petersburg, at Liverpool; 27th—Windermere, at do.

Off Waterford, 19th, barque Prince of Wales, from Liverpool, for Tralee.

Sailed from Liverpool, July 25th, ship Elizabeth Bentley, Abell, St. John.—From Deal, 23d, American Lass, Cousins, do.—From Greenock, 21st, brig Charles DeWolf, Card, New-York.—From Limerick, 23d, Circassian, Kelly, Yarmouth, N. S.—From Queenstown, 24th, brig Themis, Kavanagh, Cardiff.

Cleared at London, July 22d, ship Eva, Philbrook, St. John; 25th, ship Lady Blaney, Wiseman, Cardiff and Callao.

Loading at Liverpool, July 26th, ships Essex, Calvert; Imperial, Moran; Lampedo, Cronk, and Eudocia, Vaughan, for St. John; Mary Caroline, Fox; Montrose, Hue, and Favorite, Lithgow, for Quebec; Devon, Smith, and Trade Wind, McCulloch, Alexandria, U. S.—At Galway, July 23d, brig Guardian, Durkee, St. John.

St. Andrews, (Fifeshire,) July 14.—The brig Cybele, Bell, of Dundee, which arrived here from St. John, and was being lightened of her cargo in the bay, to enable her to get into the harbour, was driven from her anchors this morning by a fearful gale and heavy sea, and is now lying in a dangerous position. Her crew, fourteen in number, were rescued by the life-boat. Should the weather moderate, she may be got off.

Bible Society Jubilee.

THE Public Meeting of the New-Brunswick Auxiliary, in celebration of the Jubilee Year of the British and Foreign Bible Society, will take place, (God willing,) on Wednesday, the 5th of October next, in the Wesleyan Centenary Chapel. Due notice will be given of the hour of meeting and other particulars.

JAMES PATERSON, } Secretaries.
S. L. TILLEY, }

August 13, 1853.

NOTICE.

THE Members of the respective TRADES in this City and neighbourhood are requested to meet at the Mechanics' Institute, on Wednesday Evening next, at Eight o'clock, for the purpose of making arrangements for the proposed Railway Demonstration, to take place on Wednesday, the 14th September next.—By order of the Board of Directors of the Institute.

W. HUTCHINSON, Jr., Secretary.

August 13. (Morn Papers)

SCHOOL FOR THE EDUCATION OF YOUNG LADIES,

Queen's Square—Conducted by Miss Foulis.

THE duties of this Seminary will be resumed after the present vacation, on Monday, August 29th, when a few new Pupils can be admitted. It is desirable, in order to facilitate the arrangement of the Classes, that parents wishing to send new Pupils for the ensuing term, should make early application. August 13.—3tp

MECHANICS' INSTITUTE.

Positively Six Nights only of the WORLD-RENOWNED

HERON FAMILY,

Of Juvenile Vocalists and Artistes, eight in number, comprising Miss Heron, Miss Fanny, Miss Agnes, Miss Kathleen, Master Heron, and Master J. Heron. They will be assisted by their Parents, Mr. and Mrs. Heron.

On MONDAY Evening next, August 15th, will be presented the Comic Vaudeville entitled

A PLEASANT NEIGHBOUR.

To be followed by

A CONCERT.

To conclude with the laughable Burletta, as performed at Madame Vestris's Theatre, London,

COUNTRY COUSINS,

Or, THE ROUGH DIAMOND.

Doors open at ½ past 7, to commence at 8 o'clock. An entire change of programme each evening.—Tickets to be had at the Waverley Hotel.

Aug. 13.

GRIMROSS NECK CANAL.

THE undersigned will further receive Tenders, until Wednesday the 14th September next, at noon, for the construction of this work, on the site already marked out, of not less dimensions throughout than sixty feet in width at the water line, indicated on the plan and section referred to in their previous advertisement in the Royal Gazette of 20th July last—fifty feet in width at the bottom, and eight feet in depth—to be executed either according to the specification already referred to in such advertisement, or according to any other which the party tendering may propose; but in the latter case *with the full approval and consent of the proprietors of the land previously obtained*, and subject to the further sanction of the undersigned. The work to be completed to the satisfaction of the undersigned, on or before the first day of October, 1854. Each tender to be accompanied with the names of two responsible persons willing to become sureties for the due performance of the Contract, and to be addressed "to the care of Mr. Fulton, Secretary's Office, Fredericton." The lowest tender, if approved, will be accepted.

J. WILKINSON,
C. L. HATHEWAY,
ALEX. GOODFELLOW,
Commissioners.

Fredericton, August 11, 1853.

NOTICE.

DR. STREET has REMOVED to SAINT MARTINS, where he will be found at his rooms in Price's Hotel, and is prepared to practise his profession. August 13.

A CARD.

THE Subscriber having made a change in business, would take the opportunity of expressing his deep felt gratitude to his former numerous friends and patrons, for their warm attachment and unfailing support; and begs to announce to them and the public at large, that he will in his new position, as Proprietor of the Dock-Street BREWERY, take great pleasure in doing every thing in his power to secure the trust and confidence which hitherto they have reposed in him.

The Subscriber begs further to add that the business of the aforesaid establishment will be conducted on an enlarged and much improved scale, and in such a manner, he hopes, as will most amply suit the [illegible]

MASONIC PIC-NIC.

THE Steamer Richmond will leave Indian Town on Thursday the 18th instant, at 8 A. M., on a Pic-Nic Excursion to HAMPTON FERRY, returning the same evening. Members of the Masonic Lodges in the City and Portland, and transient Brethren, are respectfully requested to patronise the excursion, which will be entirely on the pic-nic principle.

Tickets for a Gentleman accompanied by one or two Ladies, at 6s. 3d., may be had at the Stores of W. L. Avery, Flewwelling & Reading, and T. L. Jones, St. John; J. B. Andrews, and Joseph Linley, Indian Town; and Henry Nase and Thos. L. Streek, Carleton.

☞ Masons wishing their friends to attend, can obtain tickets at the above-named Stores.

G. B. BEATTEAY,
Secretary, Carleton U. Lodge.

Carleton, Aug. 11, 1853.

N. B.—A Band of Music will be in attendance.

SONS OF SAINT ANDREW,

Gie Tent!

THE Annual Gathering of the "St. Andrew's Society," and Guests, will be held at Beatain's Point, on the River Saint John, on THURSDAY the 25th instant.

The favorite Steamer "Forest Queen," has been engaged for the occasion, and will leave Indian Town at 8 o'clock, A. M., precisely.

Tickets, 7s. 6d. each, for a Gentleman and two Ladies, and 2s. 6d. for each additional Lady, to be obtained from either of the Committee.

☞ No money will be received at the Boat.

Frae ilka bield o' this, a fremit lan',
Let a' wha wadna luve o' kintra tyne,
Foregather at the tryste wi' heart an han',
To beet the lowe, and haud up auld lang syne.

John M. Walker, Alexr. Jardine, Wm. Thomson, R. Jardine, Robt. Thomson, Adam Jack, Jas. Macfarlane, Jas. Robertson, D. B. Stevens, T. M. Reed, Andrew Scott, Robert Shives. — Committee.

R. CRUIKSHANK, Secretary.

August 13.

Melbourne, Australia.

THE Subscriber solicits for the firm of F. B. WALLEN & SONS, resident Commission Merchants at Melbourne, Consignments of Ships and Cargoes of Goods suitable for that market.

The prior of the above firm recently visited this City, and has deposited with me late and valuable information, which will be handed to Shippers to the above-named house, as to what is likely to pay a large profit, and also what articles it may be advisable to avoid. Advances will be made upon shipments, if required. Messrs. Wallen & Sons' references are of the highest character, as may be ascertained upon application to any of the under mentioned well known firms:—

Messrs. Allen & Anderson, London.
James McHenry, Esq., Liverpool.
John B. Kitching, Esq., Theodore W. Riley, Esq., Messrs. Newbold & De Groot, Sam. Thompson & Nephew, E. Richardson & Co., — New-York.
Messrs. G. McHenry & Co., Thomas Watson & Sons, Wm. S. Neilson, Esq., Thos. & Robt. Neilson, — Philadelphia.
Messrs. Wainwright & Tappan, Dana & Co., Chas. L. Bartlett, Esq., A. A. Frazer, Esq., — Boston.
And to EDWARD ALLISON, Saint John, N. B.

August 13, 1853.

NEW-BRUNSWICK Electric Telegraph Company.

A DIVIDEND of Four per Cent. on the Capital Stock of this Company for the Half Year ending 31st July last, has been declared, payable at the Office of the Company, St. John, on and after the 10th instant. *By order of the Board.*

D. B. STEVENS, Secretary.

August 8, 1853.

Wanted by a Lady,

A SITUATION as Governess, where she would be treated as a member of the family.—She would give instruction in French, Music, (Piano Forte,) Drawing, and the usual branches of an English Education. Terms moderate. Any communication addressed to A. B., Post Office, Fredericton, would reach her.

August 13, 1853.—3†

SUGAR! SUGAR!

Just landed—

40 HHDS. Bright Porto Rico SUGAR; 150 boxes Souchong TEA, superior article—For sale by EDWARD ALLISON, Union Street Wharf.

August 13.

PORT WINE, per "Essex."

THE Subscriber has pleasure in informing his friends and the admirers of genuine Old Port WINE that he will receive by the Ship Essex as under, viz:—

1 hhd. and 8 qr. casks Two Diamond;
1 ,, and 8 ,, Three ditto.

These Wines are old, and represented as of very superior quality, and will be sold on reasonable terms by THOMAS MAIN, 2, Nelson-street.

August 13.

PIG IRON.

Daily expected to arrive per Barque Mary Ann—

250 TONS No. 1. PIG IRON—for sale by WM. & GEO. CARVILL, Nelson-street.

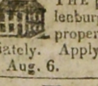
August 13.

American Hardware, &c.

THE Subscriber has just received an extensive variety of articles in the Hardware line, viz: Pearl White and Glass Door Knobs, Closet Locks, Coffin Screws and Studs, Carpenters' Pencils, Rules, Monnais, Rules, Hair Brushes and Dressing Combs, Pens, Bell Pulls, Butt Hinges, Buttonhole Scissors, Wood Screws, Galvanized Iron, Plated Silver, Britannia and Albata Table and Tea Spoons, Candlesticks, Handles, Bed Castors, Coach Wrenches, Shoe Knives, Planes, Apple Parers, Shop Twine, Envelopes and Letter Paper, Coffee Mills, Grindstone Cranks, Sash Line, Mouse Traps, Pump Chains, Fixtures, Andirons, Carpenters' Bevels, Escutcheons, Mortice Locks, Level Glasses, Zinc, Nails, Cut Brads, Clamp Screws, Pins, Axles, &c. &c.—For sale at a low rate.

August 13. J. N. C. BLACK.

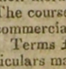
For LIVERPOOL.



The New Packet Ship JOHN BARBOUR, Capt. J. PRITCHARD, Will sail for Liverpool on or about the 18th inst.—For Passage, having superior accommodations, apply to J. & R. REED.

August 6, 1853.

To be Let—



THE pleasantly situated House in Mecklenburg Street, next Capt. [illegible] property.—Possession can be given immediately. Apply to R. M. LONGMAID.

Aug. 6.

Board and Tuition.

MR. FORBES is desirous to resume his employment of Teaching, and is prepared to receive a few young Gentlemen as boarders into his family, who will have his undivided attention to their moral, physical, and intellectual improvement. The course will be adapted to either professional or commercial pursuits.

Terms £30 per annum, payable quarterly. Particulars made known on application.

Annapolis, N. S., 29th July, 1853.

TWENTY-PENNY CUT NAILS.—100 kegs 20dy Cut Nails.—For sale cheap by A. A. COUGHLAN, No. 5, Prince William-street.

August 13.

Fairbanks' Counter and Platform Scales.

THE Subscriber has just received a lot of the above superior SCALES—For sale at his North Wharf. J. N. C. BLACK.

August 13.

SMOKED HAMS.—Just received [illegible]