

COLONIAL.

New Brunswick.

His Excellency the Lieutenant Governor visited and inspected the Alms House on Thursday last, as also the Provincial Penitentiary; with the arrangements in the latter place he expressed himself much pleased. Since His Excellency's arrival in town, he has also visited the Provincial Lunatic Asylum, which he found in an efficient state.

It affords us much pleasure to know that the excellent Superintendent of this Institution is adopting the system recommended by other Medical gentlemen of reputation, of allowing respectable persons to visit the establishment at suitable periods, which tends to let the merits of the Institution be known, and secures for it the confidence of the public who support it. About a hundred persons, we understand, visited the Asylum during the past week.

Having had an opportunity, through the kindness of the Doctors, of examining the principal Wards of the Building, we are happy to bear testimony to the admirable manner in which it is kept, and the kind treatment received by the unfortunate creatures at the hands of Dr. Weddell, their Medical Superintendent, who treats them more like members of his family than inmates. This mild mode of treatment is now, we learn, the leading feature of the Asylum in Great Britain and the United States, instead of the severe system formerly practised. As the Institution is still a heavy expense to the Province, we trust that the friends of individuals in these Provinces unfortunately deprived of their reason, will take advantage of this excellent establishment, and, instead of sending them to the United States, put them under the charge of our worthy friends, which could be done as moderately as at any other place, and where they will have an opportunity of seeing them as often as is necessary.—Courier, Aug. 2.

Railway Matters.—We have seen some-what amount of late by the various opinions expressed, and the different views taken of the proposed Railway through these Provinces, by some of our contemporaries in St. Andrews, Fredericton, and St. John. Although we have felt favourable to the St. Andrews line, and would be truly glad to see it in operation on the principle that it would benefit not only St. Andrews but the Province generally, still we were not prepared to say that the St. Andrews and Quebec Railway, was the only one that could be built, or that should be built in the Province, as some of our brethren in that direction seem to think, and who would wish to remove the whole grit for their own mill, and even appear to be annoyed at the bare idea of any other part of the Province starting one for itself, and kindly recommend the St. John folks to run a branch line from here to meet the St. Andrews one, which would give us all what we can never receive enough money to build the Railway now contemplated.

We have no wish to detract from the wealth of our St. Andrews friends, but surely they must allow as much money might be raised in Saint John for this purpose, as was raised in St. Andrews, and we could then have the same course open to us as was followed by them, viz. to throw the stock into the British and American markets, and we think, with a better prospect of success. As to running a branch to meet their line, we are of opinion that it will be such a long time before they get their Railway on to Quebec, that we had better try what we can do ourselves instead of waiting any longer, and in the meantime it might be a good move for them to extend their line as rapidly as possible, so as to connect it with the European and North American Railway, and thus secure a share of the benefits which we expect to derive.

Our Fredericton brethren of the Reporter and Amaranth have also placed themselves in cautious opposition, and have been bringing their whole weight and influence against this undertaking. Our friends at Head Quarters should bear in mind that any improvement that takes place in this City will be felt at Fredericton and the surrounding country in the rear of St. John. We are glad to say, however, that there are many exceptions to this state of things, even in the Episcopal City, as, besides the Head Quarters, which has come out in favour of the undertaking as a Provincial interest, one of the warmest advocates this Railway has, is a resident of Fredericton, the eloquent Attorney General, who is allowed to be one of the most talented men we have in the Province.

We now come to our contemporary of the Colonial Watchman, who, we are happy to say, is the only public Journalist in St. John who takes rather a dark view of the efforts now being made to carry out an undertaking that would do more to revive our trade and improve our Province than even Protection ever did for us. Our friend doubts whether more than £20,000 could be raised for this object, and seems to be under the impression that it is expected the whole sum for building the Railway will be raised in New Brunswick. We believe it is generally understood that if this Province raises £100,000, it will give such confidence to capitalists abroad, particularly in England where money is becoming very plentiful, and safe modes of investment are anxiously looked for, that there will be little difficulty in raising the whole sum, as parties at a distance would see that the people here had subscribed according to their means. As to one of the other difficulties our friend mentions relative to its management, we feel confident that the members of the Executive committee standing in these two Provinces, are men of as good standing

in the community, and as responsible as even our friend could select himself, and thoroughly competent to manage the small deposit of one dollar per share merely to defray the preliminary expenses. As the subscribers will have the right and privilege of selecting and appointing the Directors who will have the management of the Railway, it will be their own fault if they choose men of straw, as hinted at by our contemporary, but we have no such dread ourselves, as there is every appearance of the management of it falling into the hands of as good business, economical and prudent men, (who themselves will have something at stake,) as can be found in this Province. We are informed that the members of the Executive committee in Maine are quite as good a selection as that for the Provinces. We must not omit to mention, however, that in one point, at least, we agree with our contemporary, viz.—that it will end in smoke, as before three years are over we expect to see it end both in smoke and steam.—Id.

THE COALS IN MIRAMICHI.—The information we have obtained respecting the Wheat crop in this section of the Province is anything but satisfactory. The Weevil has attacked it in Kent, Gloucester, Restigouche, and this county. The Hay with us, will be a full average crop—that on the uplands will be rather light in some places, but on the marshes it will be abundant. The Oats are short, but heading well. The Potatoes look strong and healthy.—Gleaner.

RETRIBUTION.—A correspondent writing to us by the last mail, says—it is supposed there will hardly be an average of Hay this season, owing to the month of June proving so dry. Other crops look well, but it is rumoured that the Weevil is making a great appearance in the wheat, particularly the bald-headed kinds.—Id.

FATAL OCCURRENCE.—On Monday 13th inst., a man in the employ of Mr James Stiekney of Brighton, named Emerson Foster, was kicked in the breast by a horse; he mentioned the circumstance to the family at the time but as he made no further complaint they thought he had not been seriously hurt. The next morning he went about his work as usual, and one of the horses having got his foot over the trace, he stooped down to put it back and fell forward on his face; on being lifted up, he was found to be dead. It was afterwards ascertained that his breast bone had been broken by the horse.—Woodstock Sentinel.

GREAT STORM.—On the 29th ult., a violent storm of wind and rain was experienced at Lunenburg, about 12 miles from Houlton. Several buildings were blown down, and others much injured, nearly all the fences in the neighbourhood were scattered over the fields. Considerable damage was also done to the grain, and about 30 acres of forest trees were levelled with the ground.—Id.

We are informed that the drooping state of the potato crop in several sections of the province, is the effect of lightning, and not disease. One night last week we had considerable lightning, and the next morning Dahlias and other flowers, as well as potato tops presented a blighted appearance.—New Brunswick.

UNITED STATES.

THE NEW CABINET.—President Fillmore has completed his cabinet, which stands as follows: Secretary of State—Daniel Webster, of Mass. Secretary of the Treasury—Thomas Corwin, of Ohio.

Secretary of the Navy—William A. Graham, of N. C. Secretary of War—Charles M. Conrad, of Ia. Secretary of Interior—Thos. M. T. McKen- non, of Pa.

Postmaster General—Nathan K. Hall, of N. Y. Attorney General—John J. Crittenden, of Ky.

THE DIFFICULTIES WITH PORTUGAL.—The difficulties between the United States government and that of Portugal have, we are happy to state, been amicably adjusted, in a manner honorable alike to both parties. Portugal allows all the claims, with the exception of that growing out of the destruction of the General Armstrong, which is to be submitted to arbitration.—Boston Journal.

FROM CALIFORNIA.—The Steamer Philadelphia arrived at New-York on the 21st ult., from Chagos, bringing San Francisco papers to the 15th July. She had 131 passengers, and about a million dollars in gold dust.

The Philadelphia brings one block of gold-bearing quartz, and weighing 193 lbs.—The rock is filled in with gold. It is the first specimen ever taken at the mine at Mariposa.

Business at San Francisco was improving; merchandise is more in demand and acquiring increased value, as the surplus stock with which the market was glutted has diminished. In Sacramento and Marysville a considerable amount of business has been done during the last month. In Stockton and Sonora, business operations have been considerably depressed.

LUMBER.—Prices are more in favour of the seller; some kinds, becoming scarcer, are sold at better rates, such as 1-1-2 in plank. Sales of lumber, from Sydney, are making at from 40c. per foot, in a moderate way, as wanting.

BRICKS.—Have generally been sold from ship at \$38, but in some instances a lower figure has been admitted to, when sales have been forced. Fine large English brick have realized \$50, and are high \$55.

COAL.—Has been sold readily at \$10 for good bituminous; and anthracite has risen up to \$50 to \$55. Large quantities are wanting.

The San Francisco Courier says, that the amount of property destroyed by the three fires is estimated at eight millions of dollars. This destruction of property fell mainly on the Atlantic cities. The accounts of many consignees were closed by fire and not in money. Nearly every spot of the burnt district has been rebuilt upon. The people are beginning to forget the fires, and the city is progressing rapidly.

The manufacture of bricks has commenced at Stockton.

The news from the various diggings is the most encouraging we have had for some length of time. The discovery of rich places, and the frequent exhibition of large and immensely valuable specimens have imparted a degree of activity and life to all branches of business throughout the up-river towns, such as has not been known since last fall.

New diggings have been discovered lately on the upper waters of Yuba and Feather rivers which promise to yield a rich harvest.

In a portion of the Southern Mines, life and property have been somewhat insecure of late, from the attacks of marauding parties of Mexicans, Chilians, and other foreigners.

The murders, &c. at the Southern Mines, were occasioned by the law imposing a mining tax on foreigners. Rather than pay this tax, many of them prefer to leave the diggings altogether.

THE GREAT EUROPEAN AND NORTH AMERICAN RAILWAY.—London, Aug. 21.—The Legislature of Maine has incorporated the European and North American Railway Company, with an express limitation as to stockholders' liability beyond their stock, an exception never before granted in Maine. They have also appropriated \$3,000 for a surety, as prayed for by John A. Poor and others.

We understand that the establishment of a line of American steamships between Boston and Liverpool is among the things talked about in these days of speculation and enterprise.—Boston paper.

MISCELLANEOUS.

THE FISHERIES OF THE BAY OF FUNDY.—We are happy to state, says the St. John, N. B. Courier, that His Excellency the Lieutenant Governor, in Council, has appointed Mr. H. H. Perley, Esq. to inspect and report upon the Fisheries of the Bay of Fundy, during the present season. Mr. Perley's appointment having been announced to His Excellency Sir John Harvey, Lieutenant Governor of Nova Scotia, a Commission was forthwith issued under the Seal of that Province, authorizing Mr. Perley to pursue his enquiries on the shores of that Province, within the Bay of Fundy, and directing all Magistrates, Treasury Officers, and others, to assist him in the performance of his duties.

The Board of British Fisheries at Edinburgh, not long since, furnished Mr. Perley with a few copies of their instructions for taking and curing herrings, and for curing cod, ling, and hake.—These directions have been deemed of such excellence and importance by Sir Edmund Head, that His Excellency has ordered one thousand copies printed, for distribution by Mr. Perley among the fishermen he may visit.

On Monday last, Mr. Perley left for Campo Bello and Grand Manan; and after visiting the Islands there, will proceed to the upper part of the Bay, and then down the Nova-Scotia Shore to Briar Island. The following is a copy of the circular issued by Mr. Perley, to which we would call the attention of all interested:—

Government Emigration Office, St. John, N. B. Aug. 12, 1850.

Sir,—Having been appointed by His Excellency the Lieutenant Governor of New-Brunswick, in Council, to inspect and report upon the Fisheries of the Bay of Fundy—and His Excellency Sir John Harvey, Lieutenant Governor of Nova Scotia, having, by Commission under Seal, authorized me to prosecute the necessary enquiries on the shores of Nova-Scotia, within the same Bay—I beg to acquaint you that I am desirous of obtaining information on the following points:—

1st. As to the present modes of conducting the Fisheries for herrings, shad, salmon, cod, pollock, haddock, hake, and mackerel—as also descriptions of the nets, lines, and other tackle now employed, in order to know if any, and what, improvements may be introduced.

2d. As to the proper season for each Fishery; and whether fish of any description are now caught, at times when they are of no real value.

3d. Whether herrings are now taken by "drugging," with torch-light; and whether the use of standing weirs are, or are not, injurious to the herring fishery, and destructive to the fry of other fish.

4th. As to the modes now in use of curing and packing the several descriptions of fish, in view of ascertaining what defects exist in these important particulars.

5th. As to the extent to which the Fisheries are injured, as is said, by the use of herrings, and the fry of other fish, for manure.

6th. As to the extent to which the Fisheries, on the Bay of Fundy, are encroached upon by foreigners.

7th. As to the extent to which the Fisheries, in the various Rivers flowing into the Bay, have been injured by Mill-dams and other obstructions, or by illegal modes of fishing.

8th. The Shad fishery in the upper part of the that description of fish becoming every year, and greater demand, at an increased price, it is extremely desirable that the most full and accurate information respecting this Fishery should be obtained, with the view of ascertaining the quantity of fish now caught annually, and the extent to which this Fishery may be safely prosecuted.

I respectfully request you to furnish me with whatever information you possess, in connection with the foregoing inquiries, or which may be interesting or useful, as regards the Fisheries generally, obstructions to the sea or river Fisheries, the destruction of fish by extraordinary means, or unusual seasons, and as to the means of remedying these grievances, will be gladly received.

At the work in which I am engaged it is of great importance to the interests of the people of New-Brunswick and Nova Scotia, I venture to rely upon your assistance and co-operation in carrying it out as fully as possible. Any communication upon the subject, you will please address to this Office.

MELANCHOLY SUICIDE.—We regret to find an account in the Toronto Globe of the death of the Reverend Alphonse W. H. Rose, a minister of the Church of England, who cut his own throat in the Wellington Hotel, on Saturday, the 10th inst.—Quebec Chronicle.

FROM VENEZUELA.—The news from this troubled country is down to the 4th inst., at that time all was quiet. M. Guzman was expected to be the next President; and hopes were entertained, that under his administration, the country would prosper much better than it has for some time back.

FROM DEMERARA.—Our latest advices from Demerara, are down to the 24th ult. The arrivals from Europe had been numerous while those from the United States were few. Very little employment for vessels seeking freight. The weather was favorable, and the produce was coming forward for shipment. The stock of Flour on hand was small, but Meal and Plot Flour were plenty. There were no pickled Fish in market. The stock of Codfish, was moderate, and sales were readily obtained. White Pine Lumber was wanted.

THE TROUBLES AT RIO JANEIRO.—New York, Aug. 20.—A letter from Rio Janeiro says that many of the vessels seized by the British cruisers had not the remotest connection with the slave trade, being lawfully engaged in the commerce of the country. A small smack, trading as a freighter for the past twenty years, was seized by the war steamer Sharp Shooter and burned. Two men were killed by the fire from the fort, which the British returned and soon brought the fort to the ground. The Brazilians are said to be highly exasperated, and issued placards calling upon the people to kill the English.

Since the affair, the Chamber of Deputies have passed a law, by an unanimous vote, imposing an additional duty of 60 per cent., making the whole duty 90 per cent., on British goods, to take effect in three months.

Accounts from Brazil state that the French squadron razed fearfully on board the French sloop at Montevideo. The authorities would not allow the sick to be landed. A new regulation was enforced at Rio Grande important to Captains of vessels.

Novascotians in San Francisco.

We received, by mail yesterday, San Francisco, California, papers to the 1st ult. from Messrs. H. N. Dickson and T. R. Dowell, formerly of this city. From the advertising columns we perceive these gentlemen have established themselves in the commission business at San Francisco.

Markets were quiet, and no wonder: the shipping list of no other port in the world equals that of San Francisco in the number of vessels that arrived and sailed in the week's report before us. Dickson & Dowell were transacting sales of the cargo of the brig Plover, which had just arrived in 228 days from Prince Edward Island.—Boston 17th.

Gratifyme if True.

We are informed, and our hope is that the rumour may prove well founded, that the purchasers of the wreck of the Viewport, having saved her engines unharmed, are in expectation of being enabled to float off the Hull, and place her on the line hence to Boston as a regular packet, touching at the principal intervening Western ports.—Id.

OF THE EUROPEAN AND NORTH AMERICAN RAILWAY, and the Montreal Port railway.—The advantages of the former cannot be measured. The latter, however, is the construction of the Atlantic and North American Railway, will also Montreal within two days distance from Halifax, and New-York from England; or a yet shorter time.

Advertisements.

WILLIAM LANGLEY, General Agent for the London and North Western Railway, is now in Halifax, and will be in the City on Monday, the 27th inst. He will be in the City on Monday, the 27th inst. He will be in the City on Monday, the 27th inst.

THOS. A. NEWBOLD, Commission Merchant, General Agent, Leppin's Buildings, head office, 20, St. John Street, Halifax.

MATTHEW H. RICHIEY, Attorney at Law, in Council, Government Office, 20, St. John Street, Halifax.

PREPARED LIVER OIL, for medicinal use, received a fresh supply, from ROBERT F. FRASER, G. F. Hall, 120 Granville Street.

LIFE AND FIRE INSURANCE. The Universal Assurance Company of Halifax, is now in Halifax, and will be in the City on Monday, the 27th inst. He will be in the City on Monday, the 27th inst.

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