The Observer.

SAINT JOHN, JUNE 17, 1851.

We annex a variety of extracts from papers received by last English Mail, per steam ship *America*, 9½ days to Halifax.

The accounts of the state of trade in the provinces during the past week give satisfactory indications that the resumption of a steady business will soon take place at Manchester. In the woollen districts the markets remain without any material alteration.

On Tuesday evening, the Queen gave a state ball at Buckingham Palace to a most brilliant court, the invitations exceeding 2,100.

Her Majesty and guests have visited the Exhibition most mornings during the week.

To-day the Queen will hold a levee at St James's Palace. The presentations of gentlemen are expected to be very numerous, and will comprise a number of foreigners of distinction, attracted to London by the Great Exhibition.

Her Majesty has purchased, at the Exposition, a tiara of sapphires of great lustre and size, and a broach consisting of two enormous rubies, set round with diamonds, by Lemonniere, of Paris.

The great exhibition continues to be as attractive as ever, and has furnished some curious results. Up to Saturday the 21st May, the last day of the 5s. charge of admission, the receipts continued marvellous, and on that occasion, between the hours of twelve in the morning and six in the afternoon, they amounted to £5078. Every one, in fact, had hastened to get a good view before the reduction of the charge to 1s. should render the crowd too enormous, and the number of persons present could not have been far short of 35,000 or 40,000.

This apprehension of the rush on the first shilling day had the effect, however, of leading to comparative emptiness, and there has perhaps hardly been an occasion when the entire contents of the building could have been more quietly observed. The total number of visitors was under 22,000, and the receipts were only £930.

The visit of the Queen on Tuesday, the second of the shilling days, renewed the fashion of the place; and now those arrayed in satins and jewellery throng to the entrances and crowd the thoroughfares with their gay equipages as before.

The amount received at the doors on the fourth day of the shilling rate, was £2411 17s. including £22 10s. for season tickets. The number of shilling visitors must therefore have been 47 787.

Prince Albert has contributed the sum of £25 in aid of the subscription intended as a provision for the declining years of Mrs. Ward, the daughter of Lord Nelson.

The Emperors of Russia and Austria and the King of Prussia, with many of their principal advisers, have been deliberating at Warsaw and Olmutz, for the renewing their traditional alliances in a Conservative sense. Grand Military evolutions are to take place at Hunitz, and the Congress will cost Austria about a million.

Viscount Melbourne, who was very seriously indisposed, is much better.

The venerable Earl Derby was seized yesterday morning by a severe and dangerous attack of illness. His Lordship, we understand, visited London recently for the purpose of inspecting the Crystal Palace, and returned to Knowsley only towards the middle of the past week. Lord Stanley was immediately advised, by telegraph, of his venerable parent's condition.—*Liverpool Albion.*

We regret to announce the death of Major General Pitt, K. H., commanding the forces in New Zealand, which took place in January last.

The government decided, on Thursday, that a cavalry regiment should proceed to the Cape of Good Hope; and the Commander-in-Chief has issued orders to the 12th Lancers to hold themselves ready for embarkation to that colony.

It is also rumored that another infantry regiment, in addition to the Queen's, which is now at Cork, will be sent to the Cape. The Queen's will embark on board the steamer Megæra, about the 8th or 10th June, for that colony.

The Pope and the Queen's Colleges.—The *Dublin Evening Mail* states that it is credibly assured "that the bull for the suppression of the Queen's Colleges is actually in Ireland."

In no previous season, since the great failure of the potatoes in 1846, were seed potatoes in such request in Ireland as in the present year. All classes of landholders, from the highest to the lowest, have had their confidence in their favourite esculent restored, and are determined on putting it again to the test, and that, too, on a very extensive scale.

One of the Clare unions, that of Ennis, has sent off forty-four female paupers to Liverpool, thence to embark for Australia. These poor females, who had been comfortably attired at the expense of the union, appeared much gratified at the prospect of independence opened to them. Other unions are making arrangements to lessen the fixed burden of pauperism by sending off portions of the female inmates of the workhouses.

Sir J. E. Tennent.—Sir James Emerson Tennent has formally resigned the governorship of St. Helena. Various considerations have, we believe, weighed with him in taking this step, in which domestic concerns had originally the largest share, determining him to reside henceforth in the scenes of his earlier career, and among the friends for the loss of whose society the honours and emoluments of the colonial service but ill requited him.—*Belfast News-Letter.*

Scotch Farmers in Kildare.—I have already apprised you that several Scotch capitalists have taken extensive tracts on the property of the Marquis of Sligo, in the Westport Union, county of Mayo, and that they are importing Cheviot sheep and cattle to stock their farms in those wild districts. In a country adjacent to Dublin, Scotch agricultural enterprise has already made its way; and I have learned that, upon the fine estate of the Duke of Leinster, between Athy and Castledermot, county of Kildare, nearly seventy Scotch families are now located on farms from which the former occupiers had emigrated. The land in that part of the country is generally rather light in soil, but capable of being worked effectively as arable or pasture. It is understood that the rents of the new settlers are moderate, in some cases as low as 13s. per acre, but probably under an arrangement for the investment of capital in improvements by the tenantry. Other farmers, English and Scotch, are in treaty for the hire of farms in the same district.—*Morning Chronicle.*

Trade in Irish Ports.—A return recently issued of the Customs' receipts and shipping of the several ports of Ireland during the last 10 years conveys some interesting points of information regarding that country. It appears that in the produce of Customs' duties there has been no sustained advance during the entire period, the amount having been £2,135,667 in 1841, and £2,165,874 in 1850. The largest produce at any time in the 10 years was in 1847, when it reached £2,185,699. As regards the entries and clearances of vessels at the various ports, there has been, however, a remarkable increase, the total tonnage outwards and inwards, which was 339 212 tons in 1841, having risen to 828,117 tons in 1850. The year of famine first caused the great increase, and it has since been kept up by the constant emigration. The totals with respect to the coasting trade show an aggregate tonnage of out and in of 3,131,650 in 1841, and of 3,905,626 in 1850. The number of vessels registered as belonging to the separate ports was 1,969, with a capacity of 183,851 tons at the commencement of the period, and 2,333, with a capacity of 267,682 tons, in 1850. Another return lately published gives the various sums of money advanced up to the present time to Irish landlords for arterial drainage, &c., to be repaid with interest at 3½ per cent., in half-yearly instalments, extending over ten years. The total amount is £199,870, of which £97,[illegible] has been expended in the province of Ulster, £[illegible] in Leinster, £46,642 in Munster, and £18,27[illegible] in Connaught. The largest sum laid out in any one county has been in Tyrone, in Ulster, which figures for £20,731.

Trade in Scotch Ports.—A return has been published relative to the trade and shipping movements in the ports of Scotland. In the period from 1841 to 1850 inclusive the highest amount of Customs' duties paid was £2 042 128, in 1848, and the lowest £1 637,138, in 1843. In the foreign trade the number of British vessels entered inwards in the Scotch ports ranged from 1454, tonnage 241,125, in 1843, to 2310, tonnage 455,792 in 1850; and of foreign vessels from 708, tonnage 78 875, in 1843, to 1674, tonnage 165,632, in 1848. The number of British vessels engaged in foreign trade cleared outwards, ranged from 1966, tonnage 370,050, in 1841, to 3020, tonnage 516,128, in 1850; and of foreign vessels, from 852, tonnage 74,451, in 1843, to 1645, tonnage 174,895, in 1850. In the coasting trade, the number of vessels entered inward ranged from 24,168, tonnage 1 861 819, in 1841, to 20 890, tonnage 1 951 871, in 1850; and the number cleared outwards from 25 458, tonnage 1 863 985, in 1841, to 21 894, tonnage 2 016 815, in 1850. The number of vessels registered in each year in the various ports of Scotland has ranged from 3722, tonnage 485,296, in 1843, to 3479, tonnage 429,204, in 1841.

Failure in Leeds.—The failure of the firm of W. and D. Oldenburg, a German house at Leeds, is announced. The total liabilities are stated at between £50 000 and £60 000. The London and Manchester firms are losers.

The Count de Thomar, writes our Southampton correspondent, as soon as he found things were going against the Portuguese court, and that the triumph of the Duke of Saldanha was complete, resolved on flying from Spain to England. He accordingly took his passage in the mail packet Iberia, which arrived at Southampton yesterday. He came here as a second class passenger, and shame and dejection prevented him from mixing with the passengers during the voyage. As soon as the Iberia arrived at Southampton dock, the count came on deck for the first time. He remained but a short time at Southampton ere he started for London. After first proceeding to his hotel, he walked from thence into the dock to look after his baggage. He leant against the Custom House door unconcernedly until he could obtain it. He was dressed meanly, and appeared sad and careworn. Nothing in his countenance betrayed the talent which he undoubtedly possesses; nor would any one imagine that he had been an object of such celebrity and obloquy in Europe, nor that he had fallen from the very pinnacle of power and greatness into the depths of poverty and disgrace. Capt. Bowen, of the Peninsular mail packet Montrose, who was known to the Count, waited on him to render him any assistance in the Custom House; and the Custom House authorities treated him with that respect which sympathy for his fallen fortunes naturally excited.—*London News.*

The Duke of Wellington, in deference to the feeling of French citizens resident among us, has resolved on not commemorating during the ensuing month the victory of Waterloo, hitherto annually celebrated on the 18th June.

Under the head "Cost of the present Kaffir War" the *United Service Gazette* says, "We hear from very high authority at the Cape that the cost incurred in the first month of hostilities was about £260,000, and that it has cost between £80,000 and £90,000 per month since."

Nearly 2,000 men are under orders to proceed this summer to the Bengal, Madras, and Bombay presidencies, to join their regiments there.

Cardinal Wiseman held a levee, on Tuesday evening, at Golden-square, and received nearly 300 distinguished guests; amongst whom were Lord Camoys, Mr. O'Brien, M. P., &c.

Cardinal Wiseman has forbidden Father Ignatius to hold a public discussion on the relative merits of the Protestant and Roman Catholic religions, at Exeter-hall, with Dr. Cumming.

A detachment of the Hungarian refugees, who landed some time ago at Liverpool, have arrived in Newcastle, and have been holding meetings for the purpose of levying contributions on the public.

On Sunday evening last, fourteen males and nine females were baptized in the Rochedale Canal by the Mormonites.

The fire in Mr. Wilson's coal-pit at Drumpeller, near Glasgow, has been extinguished, by water from the Monkland canal being perseveringly poured into the pit.

On Wednesday night, a disastrous conflagration occurred at Wolverhampton to the Messrs. Norton's corn mills. Upwards of £20,000 value of property was destroyed.

A frightful act of suicide was committed on the Northwestern Railway, on Tuesday. As a train was coming down the incline from Camden station into the terminus, an elderly gentleman placed his neck across the rails, and was decapitated. A lady on the bridge, who witnessed the transaction, screamed and fainted. The deceased was found to be Mr. James Young, a gentleman of fortune, of Augustus-street, Regent's-park.

Major W. Wynn, E. I. C., jumped from the Black Rock Cliff, Kemp Town, on Friday evening, and was dashed to pieces on the spot.

Fanny Kemble is reading Shakspeare in London with great success. She has, however, a rival in the Rev. Charles Eyre, who recited, without any dramatic costume or action, a great portion of Milton's Paradise Lost, a part hitherto not attempted by any public reader.

From 1800 to 1850 the sum of £14,500,000 has been subscribed towards the funds of the various Missionary Societies in this country.

On the 24th ult. the King of Sweden and his two sons were present at the Bible Society meeting at Stockholm.

The richest of the Rothschilds is stated to be Baron Anselm, said to be worth seven millions sterling. The aggregate capital employed by the Rothschilds in their seven European firms is computed at twenty-five millions sterling.

Mr. Coxwell, the English aeronaut, attempted to make a monster ascent at Berlin, the other day, accompanied by Professor Risley, for an aerial journey of undetermined length and duration, whether they landed in Austria, Russia, or Bohemia being a matter of indifference. Unfortunately, however, it blew a gale of wind, and the balloon dashing against some trees, was rent open and collapsed.

Nearly 4000 persons arrived in Liverpool from Ireland in the course of last week, and the Chairman of one of the public boards asserted that 25 per cent. of them were paupers and beggars.

Prince Louis Napoleon has not altogether given up his hospitalities; and, notwithstanding his reduced means, he is about to give, upon a magnificent scale, a banquet to the diplomatic corps.

It has lately transpired that the French authorities are in the habit of transporting bad and troublesome characters, especially foreigners, without the means of subsistence, to England.

Importations into England of entire cargoes of ice continue to take place from the north of Europe to an extraordinary extent.

An imperial ukase has been published at St. Petersburg, declaring Poland to be the 16th postal district of Russia.

Literature among the Blacks.—It is stated that a young American of colour is at present studying at Cambridge, and will take his degrees in a short time. He intends to devote himself to the ministry of the Gospel in America; and honoured as he will be with the literary dignities of one of England's oldest Universities, he must be a standing reproach to the great Republic, and a credit to the country that is not ashamed to confer her honours on one of a race which the Government of his own boastedly liberal land persists in keeping in ignorance, and worse than Egyptian bondage.—*Glasgow Herald.*

The Paris journals announce that Colonel Shelburne, deputed by the U. S. Cabinet to convey the remains of Commander Paul Jones to America, has been unable to discover the grave, and abandoned the search.

Sailing of the Prince Albert for the Arctic Regions.—The Prince Albert, in search of Sir John Franklin, sailed on Thursday afternoon. A considerable number of spectators were assembled on the Quay, to witness her departure. The vessel appeared to be in capital order, fully manned and accoutred, and had altogether a look of substantiality and comfort which was refreshing to look upon. Over the stern was placed that anomaly among boats, a gutta percha one, which attracted no little attention; whilst, amidships, among the other boats, lay the canoe provided by Messrs. Dubine, shipbuilders, a curious specimen of its own genus. The Prince Albert was towed into the Bay by the Victory, tug, and received several rounds of cheers from the other vessels in the harbour. The afternoon being particularly favorable, the scene was altogether an exciting one, and especially when combined with the sombre uncertainty of the success of the expedition. The crew appeared to be well appointed, and as cheerful as could be expected with such a voyage before them. On gaining the bay the whole canvass was shaken out, and gently heeling over to the starboard, with a southerly breeze, the vessel commenced her long and perilous, but, we fondly hope, successful voyage.

The Commander is Mr. Kennedy—who, having had very considerable experience under the Hudson's Bay Company, and who was among the first Europeans that planted foot on the ice-bound northern coast of Labradore, and therefore conceiving that his services might be of advantage in the arduous undertaking of rescuing Franklin and his companions, most nobly offered himself, when in Canada—a country in which he was born, and to which, though educated in Orkney, he belongs—to take the command of this expedition. Having crossed the broad Atlantic to undertake the duty, he goes without fee or reward, animated by a pure devotion to the service, and by a feeling amounting almost to a certain premonition of success.

The vessel has on board a neat little organ, which the illustrious Prince whose name she bears has ordered to be put on board, "to contribute to the amusement of the men," in the dreary depth of winter. It is a somewhat remarkable coincidence that it is precisely six years on Monday last since the departure of Sir John Franklin.

Lady Franklin, accompanied by her neice and never-failing friend, Miss Cracroft, arrived in Aberdeen on Thursday last, to witness the completion of the arrangements and the departure of the Prince Albert. We understand it is the intention of her Ladyship to pass the summer in Scotland, in some quiet spot likely to afford a little relief from that excessive labour, anxiety, and sacrifice to which she has subjected herself, in connection with these endeavours to restore to her her noble husband.—*Aberdeen paper, 24th May.*

We see by the Nova Scotia newspapers that the Hon. Joseph Howe intends to offer for Cumberland County, at the next General Election. This step is rendered advisable, we learn, on account of the Roman Catholic population of Halifax having taken umbrage at Mr. Howe's supporting the Railroad to Quebec, instead of the European and North American Road; the Railroad from Galway to Dublin being intimately connected with the latter road.

We are informed that the success of Mr. Howe's scheme is by no means certain even in Nova Scotia, where, if anywhere, it ought to meet with favour. The only Counties directly interested are Halifax, Colchester, and Cumberland, and it is not at all likely that the other portions of the Province would allow the whole resources of the country to be sunk in what, to them, would be only a local undertaking.

The way in which Telegraph matters were managed in that Province, is quite indicative of the state of public feeling. In Mr. Howe's first letter to Earl Grey, he bases the propriety of Government undertaking the Railroad, on the success which had attended their management of the Telegraph. Almost whilst he was penning this letter, the Legislature of Nova Scotia, by an almost unanimous vote, (the Members of Government only voting in the minority,) passed an Act for transferring the Telegraph to a private Company. This Act also passed the Council, and is now the Law of the land.

We are rather surprised that our brethren in Westmoreland and the North, should be so easily led away by the political schemers of another Province, to lend their aid to destroy the only prospect of a Railway which we are likely to have for many a year to come. All the aid that we of the South and West asked from the common purse for our Railways, we were quite willing to give to the North and East. Twenty thousand a year is all that was granted for the St. Andrews and Woodstock and European and North American Railways, and the House unanimously renewed the pledge of Twenty Thousand a year which had been offered for the Halifax and Quebec Railway. Will it be believed that our Northern friends not only ask us to pledge the whole Province for their one line, but petition the Home Government to refuse assent to our Facility Bills? Of course they tell us that after the *Trunk Line*, as they call it, is built, we may have a *Branch* to St. John; that is, if there is any money or credit left to build it.

Why should not that be called the *Trunk* line which is to connect the different parts of *this* Province together?—And what would serve such a purpose better than the line from Shediac to St. John? By means of such a Trunk, a large reciprocal trade would soon spring up between our Northern Counties and Prince Edward Island, and the South and West of the Province; and, if we had our way of it, we should advise that the first *Branch* to be made should be one stretching along the shore towards Miramichi. The Branch towards Nova Scotia we would be in no hurry to make. Let the trade between the North and South be first firmly established, and then it will be time enough to stretch Eastward. The people of this Province are surely not quite so green as to allow fully one half of their trade to pass on to Halifax.

The Members of the Executive Committee of the European and North American Railway, belonging to this Province and Nova Scotia, returned from Portland in the *Admiral*, on Friday. The Resolutions passed at the Meeting held in Portland on Thursday last, received by Telegraph, will be found in another part of this paper. The Honorable Joseph Howe was present at the Meeting. It is understood that no further action will be taken until the adjournment of the Railway Meeting now sitting at Toronto, after which Subscription Books are to be opened in New Brunswick, Maine, Boston, New York, &c.

☞ When the venerable Society for the Propagation of the Gospel was founded, June 16th, 1701, (a century and a half ago,) there were only *four Episcopal Clergymen on the whole Continent of America.*—How many are there now?—Probably several thousands.

Military.—Her Majesty's Troop Ship *Resistance*, arrived at Halifax on Thursday last, from Bermuda, with the 424 (Royal Highlanders) Regiment, 1000 strong.—The 424 relieves the 23d, Connaught Rangers, which regiment will go home in the Resistance.—The 424 are to supply the several outposts in Nova Scotia.

The *Nora section* states that H. M. S. *Hercules*, with the 72d Highlanders from Barbadoes, is also expected to arrive there next week, to relieve another regiment.

Naval.—H. M. Ship *Cumberland*, 70, bearing the flag of Admiral Seymour, was expected to leave Bermuda about the 15th inst., for Halifax.—The *Alarm*, 26, has sailed from Halifax for Newfoundland, for the protection of the Fisheries in that quarter.

We have received, during the week, Boston and New York papers to the 14th inst., per Favorite and Street's Express, and from Capt. Wood, of the *Admiral*, and Mr. True, Clerk of the *Creole*, to whom we return our thanks for their attention.

The number of new vessels registered at our Port, this year, up to this date, including those that are still in our harbour fitting out for sea, is 29, measuring 16,773 tons. These vessels average about 600 tons each, and at a moderate estimate, this amount of property, not included in the value of our exports, might be put down at upwards of £100,000.—*Courier.*

Fire Police.—A number of our citizens met on Tuesday last, at the Mayor's Office, by requisition from Councillor McAvity, as one of the Fire Department Committee, for the purpose of organizing a Fire Police, under the authority of an act of the Legislature. A. Ballock, Esquire, was called to the chair on the occasion, and Messrs. M. H. Perley, James Robertson, and T. McAvity, were appointed by the Meeting a Committee to draft rules, and submit them for approval, next Monday evening, after which the officers of the company will be chosen. The object of this force is to prevent the crowd interrupting the operations of the firemen, and to protect property at conflagrations, and there is little doubt but their services will be found of much value on those occasions.—*Ib.*

The Steam Saw Mills in the neighbourhood of this City, with one exception, are now in full operation. The Mill formerly owned by Mr. Pickard, and now the property of Messrs. Morrisey & Shives, of St. John, and Mr. Macpherson, of this City, has undergone a thorough repair, and is at present cutting as fine lumber as can any where be produced. We have heard that steady and active men, acquainted with sawing lumber, would have no difficulty in finding employment, at fair wages, in the establishments near Fredericton.—*Fred. Head Quarters.*

A complete reaction is taking place in New Brunswick in favor of the Halifax and Quebec Railway.—*Halifax Br. American.*

This is News!!

At a Meeting of Wellington, No. 1, Fire Engine Company, at the Engine House, on Friday evening, 13th June, instant;

Read, the following document, enclosed to the Secretary of the Company:—

Portland, June 11th, 1851.

Sir—At a meeting of a number of the inhabitants of Portland, convened last evening, for the purpose of adopting measures to organize an efficient Fire Department for this Parish,—Honorable Col. Simonds in the Chair—

On motion of John Duncan, Esquire, the following Resolutions were unanimously adopted:

Whereas the inhabitants of this Parish are under deep obligations to the several Volunteer Fire Companies of the City of Saint John, for their very efficient services so cheerfully rendered on many occasions of conflagration in Portland—therefore

Resolved unanimously, That while this meeting gratefully acknowledges the services so rendered, it deeply regrets the recent occurrences, which have led to a misunderstanding between the City Firemen and the Portland Police Establishment, but entertains a hope that a spirit of mutual forbearance will be exercised by all parties concerned, and that all will unite, not only in preserving property from destruction, but in maintaining peace and good order in the community; and that when the Fire Department of this Parish shall have been organized, the City and the Portland Firemen may be found on all occasions, where their services may be required, acting in concert for the benefit of all.

And further Resolved, That the Secretary of this Meeting be requested to forward a copy of the foregoing Resolution to the Secretary of each of the Volunteer Fire Companies in the City of Saint John.

I am, Sir, yours very truly,
J. L. WOODWORTH, Secretary.

To the Secretary of No. 1, Fire Company, Saint John, N. B.

After some discussion the following Resolution was adopted:—

Resolved, That this Company deem the sentiments adopted by the inhabitants of Portland, (at a meeting held by them on the 10th inst.,) satisfactory, when taken in connection with other circumstances; and this Company now rescind the Resolutions adopted by them on the 25th May last, in reference to the occurrences which they then considered called for their expression, and endorse the sentiment of the Resolution of the inhabitants of Portland—"entertaining a hope that a spirit of mutual forbearance will be exercised by all parties concerned."

[Extract.] JOHN COIGLEY, *Secretary.*

Port of Buctouche.—A proclamation appears in the Royal Gazette of Wednesday last, declaring Buctouche to be a Free Port for the admission of Foreign as well as British and Colonial Shipping and Goods, under the Act or Acts of Parliament in such case made and provided.

Wesleyan Ministers.—Richard Williams, William Croscombe, and John Marshall, of the Nova Scotia District, retire as Supernumeraries, owing to failure of health.—*Wesleyan.*

The trial of Lieut. Green, of the 38th Regiment, for shooting Arthur McQuade, a deserter, took place at Sydney, Cape Breton, on the 28th ult., and resulted in a verdict of acquittal.

Her Majesty's Steam Frigate *Birkenhead*, Commander Salmond, which arrived here not long ago, with a new Company of Artillery for this place, and some more for Canada, has arrived home at Plymouth, from this port, in the remarkably short passage of 11 days.—*Halifax Br American.*

Canada.—It is stated on the authority of the Finance Minister, in the "Canadian," that the provincial authorities have the right to make the St. Lawrence River free to the vessels of all nations without reference to the Imperial Government. At Toronto yesterday the Government introduced a bill to abolish the right of Primogeniture in the succession of real estate. Bills to prevent the unauthorized expenditure of public money, and to limit the granting of pensions were defeated by the opposition to the ministry.—*Tel. to Boston D. Adv.*

The police statistics of Toronto, (Ca.) for the last year, show that the total number of persons apprehended during the year, amounted to 1 608, of whom 439 were females. The total exhibits an increase of 102 over that of the previous year. Of these, 9 were charged with horse stealing, 124 with larceny, 279 with assault, 2 with perjury, 2 with burglary, and the remainder with various offences.

Among the late arrivals at the Montgomery House, in this city, we observe the names of "William End and Lady." Mr. End is one of Her Majesty's Law Counsel in New-Brunswick, and has served during twenty years, uninterrupted, as a County Member in the House of Assembly of that Province. Being an able and prominent advocate for civil and religious freedom, he has repeatedly attracted the favorable notice of the American press. We understand that it is Mr. End's intention to establish himself in the United States.—*Boston Traveller.*

The Statute of Limitation.—A case was tried yesterday in the Superior Court, brought by a Mr. Cottrell of London, against the widow of the late John Brock, a jeweller in Chatham street, and the executrix to his estate. It seems that Brock, whose real name was Flower, was clerk and manager to Cottrell in London, until 1829, when he came to this country, and with about £1000 of his employer's money, and assuming the name of Brock, opened a jewelry store in Chatham street. He died in 1848, leaving, it is said, over $30,000; and the present suit is to recover the $1,000, with interest, amounting in all to over $10,000.—It was proved that Brock wrote to Mr. Cottrell in 1829, stating what he was doing, and promising to pay what he owed him, as soon as he became rich enough.

In defence, the statute of limitation was set up, and the Court charged that if a party comes openly and publicly into this State, and remains in it six years, the statute of limitation will apply; but it must be so open and notorious, that a creditor with ordinary diligence could have served process upon him. If the creditor could have found this man with ordinary diligence, the verdict must be for defendant, otherwise for plaintiff.

The jury gave a verdict for the plaintiff for $10,024.—*N. Y. Mirror, Wednesday.*

The Approach to London.—Horace Greeley, of the N. Y. Tribune, who is visiting the world's fair in London, in a recent letter thus describes his approach to that city by railroad:

We came up to London by the "Trent Valley Railroad," through Crewe, Rugby, Tamworth, &c., avoiding all the great towns, and traversing (I am told) one of the finest agricultural districts of England. The distance is two hundred miles. The railroads we traversed in no place cross a road or street on its own level, but are invariably carried under or over them, no matter at what cost; the face of the country is generally level; hills were visible at intervals, but nothing fairly entitled to the designation of mountain. I was assured that very little of the land I saw could be bought for $300, while much of it is held at $500 or more per acre.

The approach to London from the west by the Trent Valley Railroad, is unlike anything else in my experience. Usually, your proximity to a great city is indicated by a succession of villages and hamlets, which may be designated as more or less shabby miniatures of the metropolis they surround. But we were still passing through a highly cultivated and now over-peopled rural district, when lo! there gleamed on our sight an array of stately, graceful mansions, the seeming abodes of Art, Taste and Abundance; we doubted that this could be London; but in the course of a few moments some two or three miles of it rose upon the vision, and we could doubt no longer.

Soon our road, which had avoided the costly contact as long as possible, took a shear to the right, and charged boldly upon this grand array of masonry, and in an instant we were passing under some blocks of stately edifices, and between others like them. Some mile or two of this brought us to the "Euston-square Station," where our railroad terminates, and we are in London.

The London Exhibition.—The following are the reflections of the London Times on the effects of the London Exhibition. There is no end to the descriptions of the immense variety of objects exhibited given in the European Journals:—

This is the tenth day of the Great Exhibition, and it is literal truth to say that every one of the myriads who have visited it has done so each successive day with increased admiration and delight. This is proved not only by the enthusiastic expressions that one hears from every side, but still more by the test of pecuniary success. The sale of the season tickets still continue as brisk as if the Exhibition were still to open, and none of the exclusive attractions, the Royal pageant, the guinea days, and the five shilling days had been exhausted. The price will soon be reduced to one shilling, and sanguine people are taking pains to prove—what, however, we really believe to be true—that it will be possible to move about freely, and to give every object of special interest a minute and comfortable inspection with 50,000 people in the building. But with no more than a fortnight of that comparative seclusion which is implied by the presence of only 20.000 ladies and gentlemen, and with the inroad of the million now so near at hand, the season tickets are still in demand. In curious ladies who never dreamt of more than two or three visits, and supercilious gentlemen who had vowed they would never set foot in the building, have paid the penalty of their dullness or their caprice by making two or three five shilling visits, and then discovering that after all, even for what remains, a season ticket would be economy in the end. While the privileged days are rapidly diminishing, the price of the ticket is kept up with Sibylline perseverance and success. This state of things, as might be imagined, has given a new start to the speculations of the Royal Commission ers and their numerous coadjutors. With the most capacious, and, in some respects, the most magnificent building in the world, with a collection of unapproachable interest and value, and with a thriving Exchequer, they are in a position which might excuse a little extravagance of design. It is only a few weeks since people began to exclaim, that the building must never come down. It is now asked, "will such a collection ever be dispersed?" As to all the lighter or more perishable articles in it, of course moth and rust, smut and dust, preclude all idea of their preservation in such a building, even if Hyde-Park were the place for a mere bazaar; but a large portion of the contents might remain there for any period, at least as safe as they are in the British Museum, or any other building in this atmosphere of fog and under this canopy of smoke.

The truth is that the manifold uses of the Exhibition are coming out every day. Every body who visits it in a reasonable manner, with his wits about him as well as his eyes open, finds that he has this year an opportunity of supplying all sorts of wants in his education or his experience. Of course we are not speaking of those gay and restless mortals who wander in an endless stream up and down the nave and transepts, dividing their interest and worrying their senses with a new object every ten seconds. Such persons deserve to return home with a headache, and to fulfil the observation of a Frenchman, that the Exhibition kills everything and is dead itself. Every body knows what it is to go through a picture gallery at a gallop, or even to look into the shops in the Strand as one walks along. Everything must be done with moderation and method, and a survey of the industry of all nations will form no exception to that rule. The arrangement of the building in aisles and galleries, further broken into courts, and divided among different subjects and nations, is eminently favorable for a systematic and leisurely inspection. After half an hour in the grand promenade of all nations—for such it may be literally called—the judicious visitor may spend the rest of his morning in one or two sections, mastering the contents of each before he passes on to the rest. M. Jules Janin speaks of the oases and the deserts in the Exhibition, and it is true enough that Russia displays a Siberia, and the area grasped by the United States is as imperfectly occupied as their own vast continent. It is true, also, that agricultural implements, mining inventions, raw materials, cotton and corn, are not very exciting affairs. But there is a great advantage in this variety. Half an hour's retirement in the desert will recruit the faculties for another plunge into the crowd. Even on Saturday, which we think was the most crowded day since the opening, the galleries of the foreign half and the aisles of the British half were as quiet as Pall Mall out of season or the nave of St. Paul's. The American eagle stretches her wings over a pathless solitude. At the west end, the carriage department was very little molested by visiters. Even the machinery in motion is by no means oppressive, either in the show or in the company. Though not yielding in real interest to any other part of the Exhibition, it is seldom visited by the crowd, except to see the centrifugal pump, which makes itself both heard and seen far beyond the limits of the section. The divisions into courts, and the remoteness of some from the principal thoroughfare, will enable the visitor to see some of the most beautiful things in the Exhibition as quietly as in his own drawing room. We might instance the saloon which the French have just completed at the extreme north of their section, for the display of sculpture, tapestry, and china. Enough has been said to show that it depends on the visiter himself whether he will scatter his brains by a desultory and aimless ramble through the crowd, with the probability of a headache in the evening, or study the Exhibition with method, tranquillity and benefit.

To those who can put a little constraint on themselves, and take the Exhibition as they would every other business of importance, it is scarcely possible to exaggerate its utility. It is a college of art and science, such as that which Bacon imagined in his Atlantis. It is a tour through all nations and climes, and will tell the observant visiter more than many travellers bring home from a tour through half Europe. It is a museum of the most useful or remarkable productions of nature and of art, such as never was yet gathered into one building. It is a school of design in which England has but too much to gain and too little to impart. It is a congress of nations and a record of progress which, if it mainly relates to material interests and tastes, must have many important bearings, through them on the highest interests of humanity. If a man wants to travel and cannot, if he has a taste for the beautiful without the means of gratifying it, if his education has been imperfect and he cannot go to school, this is the place and occasion for supplying his wants or making up arrears. Since the world began there never was such an opportunity for self-instruction, so far as regards those numerous objects on which the least secular among us spend the greater part of their time and money.

We have heard of objections, but they are only those which apply equally to every thing on the face of the earth, and which stand good against their abuse, not against their careful and moderate use. Whether the Exhibition be a distraction or not depends on the visiter himself. The exquisite beauty of its treasures, so far from rendering people covetous of them, is likely to make them content with admiring what few can possess, and too fastidious to care much for works of ordinary taste.—In another class of objections we see more prudery than sense. There are some subjects in the Exhibition which will offend a pure taste, but none that need inflame the imagination. As for the great majority of the fair forms, somewhat lavishly displayed, it should be remembered that the passions of men cannot be suppressed, and may be refined and idealized. On the whole, we feel a comfortable conviction as to the upward as well as onward tendency of the Exhibition. We believe that it will tend to make the nations of the earth love, respect, and do good to one another. The competition of the generous always does inspire mutual respect. There is no respect like that which two school-boys feel for each other after a hard fought battle. We are now fighting what Leipsic was called, the Battle of Nations, and in the multitude of the combatants, the cost of the material, the intensity of the conflict, and the importance of its issues, it yields to no struggle ever determined by the actual die of war. The blood of the brave and good has often been shed in vain, and it is conceivable that the Exhibition may do harm as well as good: but as yet there is every reason to trust that the good will vastly preponderate.

UNITED STATES.

Gold in Maine.—The Gardiner Transcript says the story of the Main Gold Mines is a complete hoax. Two Yankees have established a public house at "the Mines," and make a profitable business of selling bread, beef and rum to "the deluded" who go to "the diggings."—The Miners are now returning with a very large "flea in their ear," and all say that

"Distance lends enchantment to the view."

—*Boston Bee.*

The legislature of Maine at its late session appropriated $20,000 for the Reform School to be established near Portland.

The Legislature of Maine has passed a law prohibiting the sale of alcoholic liquors in that State.

The total population of the United States, according to the census recently completed, is 23,267,488—of which about 3,176,360 are slaves. The population of the Free States is 15,533,528; the free population of the Slave States, 6,393,757.

Strawberries.—Three hundred barrels of strawberries were brought into the New York market in one steamboat on Tuesday, from New Jersey.

The Erie Railroad on Thursday brought to New York 79,000 baskets of strawberries.

Heavy Failure.—The N. Y. Evening Post announces the failure of C. B. LeBaron & Co, of Pine street, to the extent of $300,000.

The U. S. War Steamer Susquehanna left Norfolk on June 7th for Madeira, Rio Janeiro, and Cape of Good Hope, and thence to China, Japan, and back to the United States.

The Ice Trade.—There have been exported from Boston, since January, 50,000 tons of ice, which is a larger amount than has been exported during the same months of any previous year.

It is stated that there are two peonies in the garden of the President's house at Washington, which together contain at this time *three hundred and forty-five flowers*, some of them measuring twenty one inches in circumference. The bunches are very large, and grow from seed sown some twelve years since.

There are nine murderers under sentence of death in New York city.

Attempted Revolt in Sing Sing Prison.—An attempted revolt was made last Friday in the carpet weaving shop of the Sing Sing Prison, New York, to revolt, and murder the keeper and contractor. It appears that a desperate convict, by the name of Barton, sentenced for manslaughter, concocted a scheme among the other convicts in said shop, to the effect that he was to strike their keeper, *pro tem*, (Isaac Van Wart) a deadly blow with a dagger, and then escape. Accordingly, after proceeding to work in the afternoon, said Barton drew a knife, and was about to plunge it into the breast of Mr. Van Wart, when another keeper, by the name of Andrews, (recently from Buffalo) stepped up and seized the blood-thirsty convict by the throat, and thereby prevented him from carrying out his murderous design. Some six or eight other convicts had agreed to participate in the revolt, and all of them were taken out and punished with the shower bath.

Poor John!—In Brooklyn, Mr. John Smith, aged sixty, had to pay $2000 because he promised to marry Miss Cornelia Bruce, aged sixty, and then backed out.

Bloomers Riding on Horseback.—The Manchester Mirror states that a lady appeared in the streets of that city, on Saturday, dressed in Bloomer trim, on horseback. The lady was Mrs. W. C. Germon. It is said the fun of the thing made even the horse laugh.

The traveller can now leave Paris at ½ past 7 o'clock in the evening, and arrive in London at a ¼ to 8 the next morning; and he may proceed from Paris to Edinburgh, a distance of 757 English miles, in less than 26 hours.

BY TELEGRAPH.

EUROPEAN AND NORTH AMERICAN RAILWAY.

Portland, June 12.—At a meeting of the Executive Committee of the European and North American Railway, held at Portland this day. Present, John A. Poor, E. L. Hamlin, Anson G. Chandler, of Maine; R. Jardine, George Botsford, of New Brunswick; and R. B. Dickey, of Nova Scotia. Among other matters acted upon, it was unanimously

Resolved, That the Executive Committee of the European and North American Railway have examined, with great satisfaction, the very able Report of A. C. Morton, Esq. upon the European and North American Railway, submitted to the Government of Maine. That all our previous hopes and expectations as to the feasibility of the undertaking are fully confirmed thereby; the practicability and the paying qualities of the line from the city of Bangor in Maine to the Atlantic shore of Nova Scotia are therein thoroughly established; and that we commend this Report, and the enterprise itself, to the people of the country through which it is to pass, and to all who favor the plan for shortening the transit between Europe and America.

Resolved, That as the Legislature of the State of Maine, and of the Province of New Brunswick, have granted concurrent charters, incorporating the European and North American Railway from the city of Bangor to the line of Nova Scotia, and the Province of New Brunswick has granted Facility Bills in aid of the same, the unanimous opinion of this committee is, that books of subscription to the Stock be forthwith opened, and the Companies organized in Maine and New Brunswick, and the work of construction actively commenced, on completion of the required subscriptions, not doubting that the Province of Nova Scotia will in some measure, most agreeably to itself, complete its portion of the work, as soon as