The Observer.

SAINT JOHN, JUNE 29, 1852.

In the House of Lords, June 12, Earl Grey expressed regret at the breaking off of the negotiations with the North American Colonies with regard to the Halifax and Quebec Railway, and inquired whether it was intended to produce any further correspondence on the subject. The establishment of a railway communication between the three Provinces, on British territory, was an object of the very highest national importance. Without that, the permanence of their connexion was extremely problematical. It was, therefore, with great disappointment he had learnt, from an answer reported to have been given in the other House of Parliament, that the communication between Her Majesty's present advisers and the very able and intelligent gentlemen who came from the Colonies, had not led to a satisfactory result, and not only that the proposal had been rejected, but rejected in a manner which, judging from a letter which had appeared in the papers, had given rise to feelings of great excitement, and would render it improbable that the communication could ever be established.

The Earl of Derby explained, that as the only plan to which the Colonial legislatures would agree was not considered one that would develope the resources of the country; and, as no corresponding benefit would be derived by the British empire, ministers had declined to recommend the Imperial Parliament to guarantee so large a sum as £7,000,000, for its construction.

Earl Fitzwilliam, Earl Powis, and other noble Lords advocated the Colonial project, and supported Earl Grey's remarks; after which the papers were ordered to be produced.

The following article on the decision of the British Ministry on the New Brunswick and Canada Railway question, is from the London (Canada) Globe:—

THE BRITISH AMERICAN RAILWAY.—The refusal of aid to the railroad scheme, by the Imperial Government, is not calculated to create much regret in Upper Canada. Many have been entirely opposed to the whole scheme, others have doubted, and there have been few or none very warmly enthusiastic in its favor. The refusal, however, after so much encouragement had been given to the colonial authorities, after the aid had even been distinctly promised, must create some interest, and the report of the delegates will be anxiously looked for.—The difference between Earl Derby and these gentlemen appears to have been made one of route. At an interview granted to the latter by the Premier, on the 30th April, the only objection made, according to the report of the conversation in the New Brunswick papers, was to the proposed line lying too near the American frontier. The objection was not said to be insuperable at that time, but it is possible that it had afterwards become so, or that in the difficult position in which they are placed, the ministry found it convenient to make it the excuse for an absolute refusal. Our readers are aware of the difference between the two proposed lines. That recommended by the military engineers, and now maintained by Earl Derby, takes a roundabout course, near to the shores of the Gulf and the sea-coast, through a wild and barren track, which will never be very productive as an agricultural country.

The other runs through the valley of the St. John, a district possessing a fertile soil and many natural advantages, besides embracing the chief towns of New Brunswick, the largest of which (St. John) possesses a port open at all seasons of the year. It is the only route to which New-Brunswick could assent, and if it is not adopted, the railroad cannot be built. The only reason which Lord Derby can give for his preference for the other route is, that it would be a better military road, since the one which the people have chosen, goes somewhat near the American frontier. This bugbear of the necessity of preparing for war is incessantly leading English statesmen into false positions. We are not at war with the Americans and are not likely to be; we have had during the last 15 years two disputes with them, as serious as are ever likely to arise again; and yet there was no war and no chance of it. Our intercommunication is increasing every year, and every year prejudices and ill-feelings are wearing away. What then is the use of our wasting our money and losing our advantages in preparing for an event which will probably never happen, and the preparations for which would, in all likelihood, not be of the slightest service should it occur.

The Imperial authorities have made this mistake in Canada often enough before. They dug the Rideau instead of the present line of canals along the St. Lawrence, because the latter was too near the frontier, and found that their million sterling was entirely thrown away, and that the direct and cheap route must be improved. If they had selected that in the first place, Canada would have been five years ahead of what she is at present in commercial position. To expect that in consideration of a guarantee of our debentures, a mere endorsement of a good bill, we are to give up the most advantageous line to suit the military crotchets of the authorities, is to expect far too much. The compensation does not nearly equal the loss. We cannot help thinking that the refusal of Earl Derby proceeds from some other difficulty than one of route, which it is perhaps wise that he should conceal.

It is quite certain that the refusal of assistance will inevitably lead to the construction of lines running to the States, which would create the very evil to which Earl Derby appears to have objected. The telegraph said that the Delegate had received offers from capitalists to construct the European line of road, which will lead directly into a well settled portion of the States, while the proposed route of the Halifax and Quebec line would only approach a remote corner of the State of Maine,—a country of mountains and forests, through which an invading army would find much difficulty in passing. It is certainly not a usual thing with the Imperial authorities thus positively to promise assistance to their dependencies, and after encouraging them to considerable outlays of money and much legislation, to back out from their pledge, upon inadequate excuses.

There cannot be two opinions, we presume, upon one point: that if the offers of capitalists to the Delegates are at all favorable, it will be for the true interests of Canada to proceed to the immediate construction of the railroad between Quebec and Hamilton. We shall not be able to do it so cheaply as if we could borrow the money at three and a half per cent.; but as we cannot do that, we must make the best bargain we can.

The *British Army Despatch*, a high Tory paper, strongly supports Mr. Hincks in his contest with Sir John Pakington.—There is hardly a London paper, whatever its politics, that does not reprobate the way in which the Colonial Delegates were treated by the Colonial Secretary.—*Quebec Chron.*

Vancouver's Island.——In the House of Commons, June 4th, Sir John Pakington stated, that the Hudson's Bay Company, in pursuance of the arrangement under which Vancouver's Island was granted to them, has sold 1,200 acres of land in that Island, with a view to its colonization. This land had been purchased by nine settlers, who had sent out about 100 agricultural laborers and miners. The company expressed their regret that their endeavour to colonize the island had not been more successful, and attributed the fact that more had not been accomplished, to the derangement of the affairs on the western coast of America, consequent upon the discovery of gold in California.

YARMOUTH AND DIGBY STAGE.—Mr. Young, Mail Contractor, has placed a comfortable covered Stage on the route between Digby and this place, to run three times a week each way. The fares have been reduced, and passengers from Yarmouth for St. John, and *vice versa*, can be "put through" with only the delay of a night's respose at Digby. —*Yarmouth Herald.*

The Catholic priests in Ireland are preaching in the most earnest manner against emigration to America, and every argument is used to persuade the people not to abandon their own country.

EMIGRATION TO THE LAND OF PROMISE!—We subjoin a list of Passengers from this City and Province, who left here last evening in the steamer for Windsor, *en route* for Halifax, intending to embark in the ship *Chebucto*, which will sail thence for Australia on or about the 1st July. Many of these adventurers are promising young men, well calculated to work their way by dint of energy and industry; all of them are bent on seeking their fortune in the wondrous region of golden enterprise; and we heartily wish them a prosperous voyage and every success in their new pursuit. We confidently anticipate the return of many of them, ere very long, to their original home, possessed of means to assist in promoting the prosperity of their native land. We are well assured, that many others of our citizens, of education and respectability, would gladly follow their example, could they command the necessary resources for the outfit and voyage.

Passengers (from New-Brunswick), per the ship *Chebucto*, to sail from Halifax for Australia:—Messrs. John S. Harrison, John Gilbert, Jarvis S. Verner, Thomas P. Taylor, Whitfield Barker, Samuel Bayard, John L. Daniel, Thos. Fotherby, Hiram N. Scoullar, William R. Robertson, John H. Robichard, Lorenzo Shaw, Robert Barpe, Thomas Wasson, Edward M. Bill, Ingram E. Bill, John Doherty, Lewis E. Huestis, John V. Coogle.

GODEY'S LADY'S BOOK FOR JULY.—*Another Double Number of 112 pages.*—We have this week received the July number of this interesting and popular Magazine, containing several finely executed and handsome engravings, and a large amount of entertaining reading, in prose and poetry. It also furnishes the fashions for the month. For sale by the Agents in this City, Messrs. J. & A. McMillan.

Whig Candidate for President.—The Whig Convention at Baltimore, 21st inst., on their 53d ballot, nominated General Winfield Scott, of New Jersey, as the Whig Candidate for President of the United States,—the vote of the Convention stood, 159 for Scott, 112 for Fillmore, 21 for Webster. General Scott was born in Petersburg, Virginia, on the 13th June, 1786, and has consequently just completed the 66th year of his age. His ancestry were men of the Lowlands of Scotland. They were engaged in the rebellion of 1745, and one of them was slain at Culloden. General Scott's family residence has for many years past been at Elizabethtown, New Jersey.

The Western Crops.—Iowa papers concur in the opinion that, notwithstanding the backwardness of the season, the wheat and other crops will be abundant. We have the same flattering representations from Northern Ohio, Indiana, Illinois and the greater portion of Wisconsin and Michigan.

STEAMER "EASTERN CITY."—We walked over this fine vessel last evening, and were much pleased with her appearance, and wish all connected with her every prosperity. She accomplished the run from Eastport in less than 4 hours, and had on board upwards of 500 passengers. Captain McAllister is said to be an experienced and gentlemanly man. Her length is 220 feet; she has 26 State Rooms, which are elegantly fitted up. In her main Cabin are 74 births, and in the Ladies' Cabin 37. The machinery of the Eastern City is from the celebrated Allaire Works in New York, and is perfect and complete in all its parts. The works have been most thoroughly tested by practical men, and are believed to be as safe as it is possible to make them. Her cylinders are 44 inch, 11 foot stroke, 30 feet wheel—the engine is made to carry 60 lbs. steam. She is 616 tons burthen. The Saloon is very comfortably furnished.—She has painted on the side of the wheel, next to the wharf, an eagle bearing in its beak an olive branch, as if in the act of presenting it to a lion. This no doubt is emblematic of the American eagle and British lion, meeting together in a spirit of concord and good will, which we hope will be fully realized.—Her Clerk is Mr. True, formerly of the Creole.—*Visitor.*

Testimonials of the speed of the "*Eastern City*," on her trial trip at New-York on the 15th inst., the strength of her boilers and machinery, good qualities of hull, &c., from the Chief Engineer of the U. S. Mail Steamer Pacific, and the Engineer of the Allaire Works, New York, are published in Saturday's Courier.

SHOCKING ACCIDENT AT BRIDGETOWN.—*Bridgetown, June 24.*—While James S. Thorne, Esq., Lawyer, (son of the Member,) was engaged in a saw-mill to-day, about six miles from his residence, his left hand came in contact with the saw, and was cut entirely off!—*New Bruns.*

OUR NEW LIEUTENANT GOVERNOR.—Recent accounts from England, via New York, confirm the statement relative to the appointment of SIR GASPARD LE MARCHANT to the Lieut. Governorship of Nova Scotia. We shall, therefore, soon expet his Excellency to arrive from Newfoundland and assume the duties of his high office. A portion of the city press, this journal included, has spoken out pretty plainly on the nature of a Lieut. Governor's obligations, under the existing system of government which has recently been conceded to the North American Colonies, Newfoundland unhappily excepted. It would be, however, unfair in the extreme, to pre-judge the policy of our new Governor, seeing that the course he has pursued in that Colony must of necessity be changed in the administration of affairs in Nova Scotia. In the former he may have found it necessary, in carrying out his instructions from home, to check the popular clamours for the introduction of the principles of Self Government: but it by no means follows that a similar line of policy is to be pursued when he finds himself placed in the position of Representative of the Sovereign, under a form of Government modelled as nearly as possible after the British Constitution, and in the working of which the head of the Executive is not subjected to the heavy responsibility of ruling, other than by and with the advice of a Council directly responsible to the people.—Looking at the matter in the light we have propounded it, it will be time enough to condemn the Administration of our new Lieut. Governor *after* he has committed himself to a policy antagonistic to the principles of Self Government, if such should unhappily characterize Sir Gaspard Le Marchant's administration of the Government of this province. His Excellency's task will be a very easy one: we shall see whether he is equal to the emergency.—*Nova Scotian.*

GOLD.—There is now no doubt whatever that gold—real veritable Gold, has been discovered in Nova Scotia in large quantities and of great purity. Samples have been forwarded to scientific men in this city, *with strict injunctions to secrecy*—nor will the parties confide the locality of their diggins even to the men whom they are consulting as to the quality of the article they are digging.

The desire of the Miners to keep their diggings secret is because the General Mining Association claim all the Mines and Minerals of Nova Scotia, and would of course seize on any diggins of value that have been or may be discovered.

Works on the Geology of Nova Scotia will now be in demand; but we believe none are to be had except a few copies of Gesner's Mineralogy remaining at Belcher's.

When the real prolific gold locality comes to be found out, we rather think two or three regiments of troops will be required to maintain the rights of the Mining Association; for we may readily imagine that the people will not be driven from fields of glittering gold without a desperate struggle..—*Halifax Br. North American.*

STEAM PLEASURE EXCURSION.—The beautiful steamship *Cherokee*, Captain Gaskin, got up her steam Monday afternoon, and under the skilful piolatage of Capt. Meagher (formerly of the Newfoundland Mail Service, and recently employed as a Packet Master between this port and Boston) left the Cunard wharf at about 2, P. M., and proceeded up Bedford Basin and subsequently a short distance down the harbour. Quite a numerous and distinguished party participated in the excursion, and Capt. Gaskin and his lady were unremitting in their attentions to the comfort of all on board. A portion of the fine band of H. M. 97th regiment was in attendance—discoursing exquisite music—and dancing was kept up with much spirit. The usual compliments were paid when passing the *Cumberland*, Flag Ship, which vessel appeared to great advantage, being dressed in honour of the 15th anniversary of the Accession of her Majesty Queen Victoria to the throne of the British Empire. The greatest speed attained by the Cherokee, on the excursion, with four inches steam on, was about *eleven* miles per hour.—This splendid steamer leaves for St. John's, N. F., with the mails, on the arrival of the *America* from Boston.—*Nova Scotian.*

PROGRESS OF RAILROADS.—When George Stephenson constructed the first locomotive engine, men who called themselves "practical," contended that the smooth wheels would run round, or slip, on the equally smooth iron rails, without moving the carriage. But the wheels actually did bite, and Mr. Stephenson then said to his friends that there was no limit to the speed of such an engine, provided the works could be made to stand. This was in 1812.

A few years later, a writer who declared himself friendly to the use of locomotive engines, strongly protested against "extravagant expectations, or rather professions, of the enthusiastic speculatist," that "engines would be seen traveling at the rate of 12, 16, 18, and 20 miles an hour," and added that "nothing could do more harm towards their general adoption and improvement than the promulgation of such nonsense." This was in 1825.

When the Liverpool and Manchester railway bill was introduced, Mr. Stephenson was examined on its merits before a Committee of the House of Commons, and the promoters of that project gravely warned him that if he talked of a locomotive going at a greater rate than 10 miles an hour, he would put a cross on the concern." Even that rate of speed was considered so out of the way, that one person asked if Mr. Stephenson was a foreigner, and another had doubts of his sanity. This was in 1827.

The Liverpool and Manchester railway was opened, and a speed of thirty miles an hour was obtained, which rather settled the question of Mr. Stephenson's sanity. This was in 1830.

The other day, on the London and Birmingham, as well as on the Great Western railway, a rate of travelling at the speed of 65 miles an hour was accomplished. The express trains on these lines run at the rate of nearly 50 miles an hour, stoppage included. Mr. Brunel expects that without any risk, the progress of traveling on the Great Western line will arrive at a speed of a mile a minute. We say nothing of the yet greater speed which is promised by the atmospheric mode of locomotion.

Thus, then, about thirty years ago, it was doubted whether locomotives could run at all upon iron railways, twenty years ago, the idea of their running at a greater speed than ten miles in the hour was scoffed at as chimerical; fifteen years ago, the unexpected rate of thirty miles an hour was considered a wonder which no effort of practical science could surpass; and now a speed of nearly fifty miles an hour is in daily use, while the rate of a mile a minute is promised, and, in some special instances, has actually been exceeded.

It is singular that the three great feats accomplished by practical science in our time, viz:—lighting by gas, crossing the Atlantic by steam in ten days, and rapid travelling by the same motive power on railways, have, one and all, been denounced as utterly impracticable by "philosophers," who actually knew nothing of the subjects upon which they theorized.

As a comment on this article, a few days since a train of cars, without passengers, made the run from Poughkeepsie to Peekskill, New York, distance thirty-two miles, in thirty minutes. This is the greatest speed for that distance, ever reached in the United States.—*Boston Railway Times.*

The Corner Stone of the new Bible Society House, on Fourth Avenue, New York, was laid with appropriate exercises, on Thursday, 24th inst.

SHIP BUILDING.—In the building of sail vessels Maine is immeasurably ahead of either New-York or Massachusetts, which are the next two largest ship building States. Maine is now entitled to appellation of "The Commercial State."—*Augusta Age.*

A Factory Girl in Luck.—Some three years since, says the Providence Mirror, "a poor factory girl working in one of the villages on the Blackstone river, in this State, was given a sealed letter by a maiden aunt, with a solemn injunction not to open it until she was 18 years old. The girl was then 15. On the 23d of last month, being her 18th birth day, she opened the letter and found directions for her to obtain a fortune of $8,000, willed to her by the aunt, who has since died. On Thursday last the fortunate girl obtained the whole amount in cash."

Gas from Wood.—Gas is being made from wood at Basle, and is about to be introduced at Zurich, Stockholm, and Drontheim. The process is far less expensive than the manufacture from coal, and furnishes a gas free from sulphurated hydrogen, besides several useful by-products, such as charcoal, wood tar, and vinegar.

FROM LATE ENGLISH PAPERS.

CAPE OF GOOD HOPE.—Intelligence has been received from the Cape to the 2nd of May. The only military movement is one by Colonel Michel on the 17th of April, near Fort Cox, when a subdivision of the Light Company of the 6th Regiment killed eight Caffres with the bayonet; and a company of Rifles in ambush drove a body headlong down some cliffs, killing twenty and wounding a great number. General Cathcart's determination to hang the councillors of Seyolo and Stock, who have been captured while endeavouring to excite Pato and other friendly Caffres to join the enemy, has inspired great confidence, and the erection of the gallows at King William's-town for that purpose has struck much terror into the Caffres. The general's policy of destroying the enemy's cattle is most important, as is also his refusal to have personal communications with any of the chiefs among the Caffres. His energy and decision of character are much admired, and a prospect seems now open of really subduing and punishing the Caffres, so as to produce a permanent and substantial peace in the course of three or four months.

General Cathcart had met with an accident by a fall from his horse, and had injured his head, by which he was disabled for a few days. He had, however, recovered, and was able to join his forces. On the 26th of April he was to leave King William's Town for Fort Beaufort, and was to attack the Kaffirs and Hottentots in the Waterkloof on the 29th, heading and directing the troops in person. As Macomo's force was very considerable, the action was expected to be a very severe one. The troops were generally healthy, and in high spirits.

One of the new Commander-in Chief's first acts on assuming the command was to issue a notice, declaring his determination to expel the refractory Gaika tribes forever from the country, between the Keiskamma and Kei; at the same time promising protection to those who remained friendly and submitted to his authority.

General Cathcart has issued the following address:—"Chiefs, amapakati, and people who dwell between the rivers Kei and Keiskamma,—Our great and good Queen Victoria has sent me, George Cathcart, to be your great chief and governor. I am come among you to do good to all those who are faithful and true to their word. Therefore, Pato, Siwani, Toise, Umkai, and all those chiefs and men of the T'slambie tribes who have been faithful during this war—I am your good friend so long as you, your amapakati, and people, will allow me to be so. I will also be the friend of Umhala, provided that his future conduct be such as to acquire my good opinion. But as for Sandilli, and all the Gaika chiefs and people, also the T'Slambies Seyolo and Umfundisi, and their followers, they have rebelled against their Sovereign, Queen Victoria, and have suffered rebel Hottentots and others to join them in fighting against her soldiers. That is a great crime, and cannot be forgotten; therefore, though I wish for peace, and that all bloodshed should cease, Sandilli, and all those who have taken part in this wicked rebellion, must go beyond the Kei, and none of them will ever be suffered to return and live in peace in the country they occupied before the war.—GEORGE CATHCART, Lieut.-General, High Commissioner. Dated at King William's-town, this 12th day of April, 1852."

By general order from head-quarters, dated April 21, it appears that 500 Minie muskets are in hand.

AUSTRALIA.—The accounts from Sydney are to the 22d February, and they describe a steady yield of gold, although, owing to the Tbron and Ophir deposits being still flooded, it failed to show the increase that might have been anticipated. The amounts brought by the escort and mail was 10,-099 ounces for the week ending 14th February, and 5,385 ounces for that ending 21st February, the total value being about £50,000. The largest sums obtained at present were from Braidwood, and an instance is mentioned of a single individual getting 130 ounces in one day. Sofala and Meroo were the next places in point of importance, while from the Turon and Ophir districtrs the contributions were altogether insignificant. The subsidence of the waters at these localities, however, was expected soon to take place, and the belief was, that large results would then be reported. The price of gold had recovered, and had touched 67s. 2d. per ounce, but there was subsequently a re-action to 95s. 6d., the banks having ceased to make advances. Among the recent departures of shipping had been the Regina with 10,266 ounces of gold, and the Wandsworth with 20,308 ounces, the total value being about £100,000. The aggregate from Port Phillip is not stated. The almost total want of water rendered it scarcely possible to work with any advantage at the Mount Alexander mines, and, in the absence of general success, the most serious outrages were becoming frequent. The demand for protection on the part of the well disposed seems to have been urgent, but the Government, instead of meeting it by sending a small but well organised band of constables at any cost, are described as having irritated the people by doing nothing except suffering an impression to get abroad that they were disposed to rely upon an expected arrival of soldiers. The receipts by the last escort from Mount Alexander had been 10,000 ounces. Advices from Auckland state, that the discovery of gold in New Zealand had been contradicted.

It is reported that four young men from the neighbourhood of Cheltenham, who emigrated to Australia some four years ago, invested all their joint funds in the purchase of a large tract of land or sheep walk. This land is now found to extend completely across the chain of gold fields, and a company have just offered the fortunate proprietors a million of money for the property, besides a handsome royalty on all the produce of the "diggins."

DISSOLUTION OF PARLIAMENT.—Ministers, we understand, came to the determination, at the Cabinet Council of Saturday, to do everything in their power to facilitate the transaction of public business, so as to dissolve Parliament on the 26th instant, it being found impracticable to get through all the indispensable business to admit of the dissolution taking place on the 24th, the day formerly fixed for the purpose.—*Advertiser.*

OPENING OF THE SUBMARINE TELEGRAPH BETWEEN ENGLAND AND IRELAND.—On Tuesday evening last week the electric communication, by submarine telegraph, was completed between England and Ireland, and information of the fact was transmitted to London through the medium just accomplished. Three other submarine telegraphs are, it is stated, in progress between England and Ireland, at different points. The next news of this kind that may be looked for is the completion of an electric communication between England and Belgium *via* Ostend. The moment the Britannia had arrived at her destination, and communicated the fact to Holyhead, that the Irish shore was reached, the final grand test was applied to the telegraphic cable by connecting the wire with one of the ship's loaded guns, and passing the word "Fire!" to Holyhead. The answer was the immediate discharge of the gun on board the Britannia. The hour was then just half-past eight o'clock. The work had been performed in little more than eighteen hours! Messages were now rapidly interchanged, and a salute of the Britannia's guns fired from Holyhead. A letter had arrived in Dublin, directed to a gentleman who had left for Holyhead by the mid-day steamer, and whose presence was immediately required in London. A message was sent to seek him out. Within half an hour he was discovered, and he responded, "I am here." "You are wanted in London." "I shall start by the next train." Another hour and the cable was ashore, the connexion completed with the land wires, and the indicators at the Dublin terminus of the Drogheda Railway, in Amiens-street, were conversing with those at the terminus of the Chester and Holyhead Railway, in Holyhead. The Britannia remained outside the harbour during the night, and on the following morning the connexion of the submarine wire with that already laid down upon the Howth line was completed. An unbroken line of electric communication is now established between London and Dublin, and from this fact arrangements will result, in a brief space of time, which will virtually—as respects the transmission of news—bring the metropolis of Ireland from four to six hours, the distance from Holyhead to Kingstown, nearer to London than it has heretofore been.

PRECEDENCE AT THE SCOTTISH BAR.—In March last a Committee was appointed by the Faculty of Advocates to consider the question of precedence at the bar, in the case of those who have held the office of Lord Advocate or Solicitor-General. The Committee having considered the matter, reported to a meeting of the Faculty last week, that having considered the subject remitted to them, they regret to report that, after the fullest deliberation, they find that the adoption of any step, by the Faculty, for regulating precedence at the bar, so as to accomplish the object in view is attended with such serious difficulties, that they are under the necessity of recommending to the Faculty not to take any such steps, but to leave the rules of precedence as they have hitherto stood. The meeting unanimously approved of the report, so that, as formerly, no counsel has precedence at the Scotch Bar, except the Lord Advocate, the Solicitor-General and the Dean of Faculty.—*Edinburgh News.*

EMIGRATION FROM SCOTLAND.—Two fine ships have left Victoria Harbor with passengers, for New York, during the week. The Wacousta hauled out on Friday, and the Conrad on Monday, with their full complement of emigrants, and both are since a good way on their voyage. Among the emigrants by the Conrad we were surprised at finding Mr. George Angus, engineer, late in Messrs. Caird & Co's, and who had charge of fitting up the engines of the Parana, the Petrel, and other fine steamers, and also of the erection of the 70 ton crane at Victoria Harbor. Mr. Angus is the father of a line of operative engineers. He had five sons engineers, four of whom still survive, and a sixth some time at the same trade, but who now accompanies his father with a portion of the family to the United States. His two eldest sons were first and second engineers on board the ill-fated Amazon, and the eldest lost his life, and the second made a narrow escape. Necessity has no part in Mr. Angus's removal. His services were appreciated by his respected employers, but his motive for leaving is that which impels so many to seek a home elsewhere—a hope to better his condition; and our wish is that he may not be disappointed. Many of the class now emigrating are persons we can ill afford to want, and whose presence and citizenship it were well for this country to retain.—*Greenock Herald.*

THE GENERAL ELECTION IN SCOTLAND.—There are at present before the Scotch county and borough constituencies 69 candidates for 53 seats. Of these 40 are Whigs or Radicals, and 29 Protectionists or Derbyites. Of those who are at present either altogether unopposed or opposed by candidates of their own politics, there are 24 Liberals and 20 Conservatives.

THE RIGHT HONOURABLE DAVID BOYLE lately Lord Justice-General, and President of the Court of Session, to whom Her Majesty offered the title of a baronet on his retiring from office, has respectfully begged liberty to decline the dignity.—*Glasgow Constitutional.*

A thief in Glasgow jail, being desired to bathe, entered the bath with a plaster on his breast. In the water the adhesiveness of the plaster gave way, and revealed to the eyes of the astonished turnkeys a treasure of six gold watches.

FRANCE.—We have alluded elsewhere to the threatened expulsion from France of the correspondents of some of our London contemporaries, whose freedom of expression has proved unpalatable to the governing tyrant of that country. We are glad to find that the parties whom it has thus been attempting to intimidate, treat the President's threat as a mere *brutum fulmen*.—The *Daily News* of Thursday, has a spirited article in which it defies the coercion with which it is threatened, and boldly declares that it has already another "correspondent" prepared to fill the place of their present agent, if expelled; and, if need be, "another and another shall succeed." We admire the gallantry with which our contemporary thus "beards the lion in his den," and we have transferred the article entire into our columns of this day. This is the only true and manly policy—to defy the oppressor to his teeth, and hurl back upon him, with indignant fearlessness, the insolent threats with which he dares to insult the Free Press of England.—*European Times.*

AFRICA.—Letters from Sierra Leone, dated 13th May, received by the Hellespont, state that the intercourse between Gambia and that settlement was rapidly extending. The number of native traders that had left Sierra Leone for the Gambia since the 1st January was 125, taking with them upwards of 1,500 packages of cola nuts, a description of produce which is in great demand in the interior, although six years ago the trade was unknown. It is added that our friendly relations with the Liberian Government had been in some way disturbed, and that the British Consul at Monrovia had returned by the present packet.—A thousand pine apples were shipped by this conveyance, and new trade in that fruit may, it is thought, be carried out to a considerable extent, as the pines being in season from October to May, they will arrive at the best time for consumption in this country. Twenty-three passengers were left at Sierra Leone from want of room on board the steamer.—*London Times, June 9th.*

THE YANKEE MISSION TO THE JAPANESE.—Amongst all the chartered and manifold hypocrisies of the age, it is really refreshing to see Jonathan speaking the plain truth to the exclusive islanders whom he is about to favour with a visit. We have been so long accustomed to see avarice lacquered or japanned over with pretended Christianity, and lust of conquest cloaked by misnamed religion, that the plain blunt language of the Americans on this occasion is really quite pleasing in its candour. We are accustomed to blaze away with Congreve rockets, in order to spread the blessings of our belief, as we say. Jonathan expressly disowns conversion, and avows trade to be the sole text from which he preaches. The Japanese are assurad that their religion shall not be meddled with. Perhaps they had enough of that between the years 1549 and 1638, during which period about 60,000 Christians were massacred; the reward, it is said, of the scheming and avarice of the Jesuits, who planned the subjection of the empire. If war were now declared in the style of the ancient Persians, we, it is certain, ought to send our ambassador with a bible and a musket, as emblems of our assumed intentions. Jonathan should send, in far more honest guise, an "almighty dollar" and a Colt's revolver, crossed with a bowie-knife. For our own part, we imagine that the present expedition to Japan may find they have caught, not a Japanese, but a Tartar.—The islanders are brave and warlike. They have, we believe, an army about equal in number to the French, and are not altogether destitute of science. They are also, let it be remarked, probably the most virtuous people remaining on the face of the earth, and thereby, it is certain, will improve civilization, if civilization do not first corrupt them in the progress of its mercantile developement.—*British Army Despatch.*

LATER FROM EUROPE.—The steamer *Admiral* arrived at 4 o'clock, P. M., from Boston. The *Atlantic*, 10 days from Liverpool, arrived at New York on Saturday.

The news from England is unimportant.

It is said that the steamer Great Britain, which was shortly expected from New York, having been out eleven days, would not return to that port, but would sail for Australia on the 21st of August.

A proclamation issued by Queen Victoria, appeared in the evening papers of the 15th, forbidding Roman Catholic Ecclesiastics or members of religious orders of the Church of Rome, exercising the rites or ceremonies of the Church of Rome, except in the usual places of worship of the Roman Catholic religion, or in private houses. That Roman Catholic ecclesiastics, wearing the habits of their orders, have exercised the rights and ceremonies of the Roman Catholic religion in highways and places of public resort, bearing banners and symbols of worship in procession.

The queen says public worship (of Protestants) has been disturbed in this way, and while she is determined to "protect" her Roman Catholic subjects, she is also determined to repress these offences.

In the House of Lords on the evening of June 14 the government gave notice that it would suspend the progress of the bill providing for the surrender of French criminals.

The ship Vimeira has brought gold from the Australian diggings to the amount of £25,000 with 26,000 bales of wool. The Gen. Hewell sailed on the same day with 18,857 ounces of gold dust, valued at £61,285

Advices from Sydney by the Vimeira state that the gold expected from that port on the 7th and 10th, including the amount in that ship was £303,000.

It is said that the late Governor of Rangoon has offered a premium of 50 rupees for each head of a white man, and 30 of a colored man that shall be brought in, and that the Burmese go to work desperately to earn the reward.

TURTLE SOUP! TURTLE SOUP! TURTLE SOUP!

☞ A most beautiful TURTLE, of over 600 pounds, has arrived this day, per brig *William Allen*, Captain Moore, from Paraimaraboo, consigned to Mr. NETHERY, of the *Hibernian Hotel*, Church-street. Any person wishing to view this large TURTLE, are at liberty to see the same, at the "*Hibernia*," for the next three days—after which it will be served in SOUP of the first order, made by a London Purveyor.

Private families wishing STEAKS from this Turtle can be accommodated at the Hibernia.

St. John, July 29th, 1852.

☞ We called to satisfy ourselves, and were agreeably astonished at beholding the size of this immense Turtle. Gourmands and Epicures should visit it.

☞ The Bazaar and Tea Soiree, of the Sydney Street Free Church, will be held in St. Stephen's Hall, instead of Lawrence's Long Room, as previously advertised.

☞ A Funeral Sermon, on the death of the Rev. EDWARD D. VERY, late Pastor of the Baptist Church in Portland, will be preached in that Church, by the Rev. I. E. BILL, on Sabbath next, the 4th of July, at Six o'clock in the evening.

June 29.

MARRIED.

On the 21st inst., by the Rev. John Irvine, Mr. James Parks, to Margaret Ann, second daughter of Mr. Parks, both of the Parish of Westfield, in the County of Kings.

On the 22d instant, by the same, Mr. Samuel Hamilton, to Miss Martha Irvine, both of Portland, in this County.

At the North American Hotel, on Wednesday the 23d inst., by the Rev. William Ferrie, A. M., Mr. Israel Sherwood, to Miss Anne McAuley, second daughter of Mr. James McAuley, all of Lancaster.

On Wednesday the 23d inst., at Carleton, by Rev. W. T. Cardy, Mr. Thomas Smith, to Miss Catherine Burley, both of Carleton,

On Wednesday the 16th inst., by the Rev. J. F. Bent, Wesleyan Minister, Mr. John Bell, to Miss Eleanor McMahon, both of Studholm.

At Fredericton, on the 15th inst., by the Rev. Mr. Allison, Mr. W. H. Smith, to Miss E. E. Scott, both of that City.

DIED.

At Portland, on Wednesday last, Emily, daughter of the Rev. William Smith, Wesleyan Minister, aged four years.

At Digby, N. S., on Monday evening last, Anna Louisa, infant daughter of A. McL. Seely, Esq., aged 9 months.

At Petersville, Queen's County, on the 22d inst., Mr. James Corbitt, in the 74th year of his age.

PORT OF SAINT JOHN.

ARRIVED.

Wednesday—Brig Vixen, Graham, Liverpool, 52—Wm. Walker, gen. cargo.

Schr. Echo, Holder, Boston, 2—master, ballast.

Franklin, Mussels, Boston, 2—E. D. Jewitt & Co., general cargo.

At Quarantine, brig Mary and barque Susan, from Cork, with passengers.

Thursday—Ship Eva, Philbrook, New-York, 7—J. W. Cudlip.

Eos, Leuftadins, Boston, 5—J. W. Cudlip.

Bark Zanoni, Wilson, Alexandria, 7—order.

Brig Thomas Wood, Nicholson, New-Haven 7—S. Wiggins & Son.

Brig Jarlen, Larsen, Boston, 5—Geo. Thomas.

Brig Challenge, Crosby, Boston, 3—C. McLauchlan.

Brigt. Three Brothers, Knowlton, Sydney 9—R. P. McGivern.

Brigt. Eliza Ann, Hilton, Philadelphia, 14—J. & Reed.

Schr. Windsor, Francis, Halifax, 5—Master.

Ship Riverdale, Wilson, New-York 5—J. Wishart, ballast.

Brig Millman, Barclay, New-York, 6—W. & G. Carvill, ballast.

Steamer Eastern City, McAllister, Boston, via Calais, &c.—L. H. Waterhouse, passengers, &c.

Friday—Schr. Dart, Smith, Halifax, via Yarmouth—C. McLauchlan, tea, &c.

Gazelle, Frost, Halifax, via Yarmouth—C. McLauchlan, sugar, &c.

Blossom, Lawless, Prince Edward Island—Master, oats, potatoes, &c.

Steamer Maid of Erin, Belyea, Portland—Thos. Parks, passengers and merchandise.

Steamer Admiral, Wood, Portland—Geo. Thomas, passengers, &c.

Saturday—Steamer Creole, Winchester, Boston—R. P. McGivern, passengers, &c.

Sunday—Barque Edgar, Pendleton, Savannah, 9—McMoran & Dunn, pitch pine timber.

Brig Velocity, Cook, Boston, 2—C. McLauchlan, coals.

Brigt. Sarah, Johnston, Sydney, 9—R. Rankin & Co., coals.

Schr. Mary Jane, Elkin, Boston, 2—master, general cargo.

Monday—Brigt. Wm. Allen, Moore, Surinam, 22—Edward Allison, sugar, molasses, cotton, hides, &c.

Schr. Charles, Simpson, Halifax, 4—G. & J. Salter, gen. cargo.

Mary, O'Mahoney, Newburyport, 2—ballast.

Tuesday—Schr. Pearl, Pinkham, Boston, 2—Geo. Eaton, general cargo.

CLEARED.

June 22—Ship Charlemagne, Singer, Liverpool, deals; Faneuil Hall, Sears, Liverpool, do.; Brig Hope, Totherick, Newcastle, timber and deals; Brigt. P. I. Nevius, Boddie, Alexandria, plaster; Schr. Cuba, Kavanagh, Lynn, lumber.

23d—Brigt. J. W. Johnston, Morrison, St. John's, (N. F.) boards, lime, bricks, &c.—W. H. Harrison & Co.; schr. Dolphin, Hoffman, Magdalen Islands, salt, bread, &c.

24th—Ship Hungarian, Patterson, Liverpool—J. L. Woodworth; Brig Lady Lilford, Watt, Ardrossan—R. Rankin & Co.; Schr. Brothers, Brundage, P. E. Island—Master.

25th—Ship Falcon, Wade, London, deals—N. S. Demill; Barque Brothers, Doran, Newry, timber, deals, &c.—Wm. & Geo. Carvill; Brig Aden, Frizzel, Porto Rico, lumber and fish.

26th—Ship Albert Franklin, Long, Cork, for orders, deals—John Robertson; Brig Zero, Harrington, Glasgow, deals—J. L. Woodworth; schr. Providence, Boston, Halifax, limestone.

Cleared at Savannah, June 16th, barque Edgar, Pendleton, St. John; 17th, brig Integrity, McKellar, do.; 19th, brig Lucy Spear, Hanson, do.—At New-York, 21st, barque George, do.; 24th, ship Meridian, do.

Cleared at New York, 23d, ship St. Hilda, Ingals for this port.

Schr. Eliza Jane, McLean, from Boston for this port, was lost near Mount Desert on 19th inst. Crew saved. Also the rigging and part of the cargo.—No insurance on the vessel.

Arrived at New York, June 26th, ship Eudocia, Robertson, Liverpool; 27th, ships Pomona, Cronk, ditto, and Conway, Marshall, from the Clyde. At Boston, 25th, barque Ashley, Betts, ditto.

Cleared at New York, 24th, ship Medium, Mason, St. John. At Philadelphia, 22d, brigs Compeer, Brown, and Choice, Thompson, do.

At Jacksonville, 15th, brig