The Observer.

SAINT JOHN, AUGUST 31, 1852.

ARRIVAL OF THE ASIA AT NEW YORK.

The steamer Asia arrived at New York between 7 and 8 o'clock on Wednesday evening, bringing Liverpool dates to the 14th.

The *Morning Herald* (Government organ) has the following, which may be regarded as semi-official :—

In reference to the question which naturally at this moment absorbs the public attention, both in England and the United States, the facts are as follows: "Her Majesty's Government have made no new claims on the United States, and have withdrawn no concession made to that Government. No renewal of the long vexed question respecting the Bay of Fundy has been mooted. Lord Aberdeen's concession of 1845 respecting that arm of the sea (guarded as it was by his Lordship, by an assertion of our rights over the whole bay) remains where it was. The disputed interpretation of the technical terms of the Treaty of 1818 remain where it was. All that has been done by the Government is to strengthen our squadron on the coast of Newfoundland, Nova Scotia, and New-Brunswick, to defend a right which the United States do not and never did dispute, namely, that of retaining exclusively in our possession the water within three miles of our own shores from the encroachments of both French and American fishermen; and the American vessel, the Coral, alluded to, was seized within a quarter of a mile of our own coast. Our squadron is now no larger than the French one on the same coasts. Our right is that which demands the respect of all nations of the globe; one acknowledged by international law; and if for many years our successive Governments have neglected to protect their fellow subjects, as France and the United States always protect theirs both in America and in the Channel, we can only be grateful to our present Ministers for repairing their fatal supineness."

The London Sun says:—"It is reported in American circles, that Mr. Thomas Baring, of Baring Brothers & Co., is about to proceed to the United States, charged with a special mission from our Government to endeavour to arrange the fishery dispute." It is certain that this gentleman has recently had several interviews with Mr. Lawrence. The Standard mentions the same rumor.

A special meeting of the Leeds Chamber of Commerce is called for to-day to take into consideration the present state of the British relations with the United States. It is understood that the meeting has been summoned at the request of 8 members who are dissatisfied with the proceeding of the British Government in the fishery affair.

The rumor of Mr. Thomas Baring's coming to Washington, in a diplomatic capacity, is contradicted, though it is stated, on the authority of private letters, that he proposes to make a visit there.

The weather had been wet and unfavorable for harvest operations during the week, and in consequence there had been a considerable advance in the grain market. The advance on wheat had been from 2s to 3s per quarter, and on American flour from 1s to 2s per barrel.

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

Several arrivals from Australia are at hand this week, each ship having more or less gold aboard, and others are announced as on their way. Mining prospects continued bright.

The Queen's Yacht, and the Royal Squadron arrived at Antwerp at 7 o'clock on Wednesday evening, Aug. 11. The King of the Belgians arrived soon after, and went on board the yacht and dined there. On Thursday morning, the Queen proceeded to Brussels, where, accompanied by her uncle, the King of the Belgians, she visited the principal streets of the city and inspected the chief objects of interest.

An enormous tortoise has arrived at the Surrey Zoological Gardens. It weighs upwards of 700 lbs., and carries with ease two grown persons on its back. It is supposed to be several hundred years old.

A soldier, named Nicolas Steevogpt, swam across the Lake of Constance in three hours and forty minutes, thus eclipsing the feat of swimming the Hellespont.

The London *Morning Post* publishes two letters from Lord Londonderry to Louis Napoleon, charging him with breach of faith in not liberating Abdel Kader.

Louis Napoleon's marriage with the Princess de Vasa is deferred, but the public are not acquainted with the reason. The *Sun* and other papers say it will never take place.

The President has been obliged to gratify the National guard by the removel of his favorite, M. Vieyra, and the appointment in his room of Lieut. Col. Ismard, as Chief of of the Staff. M. Vieyra was a stock broker, who has rendred *essential service* to the President, but was so unpopular with the National Guard that nothing short of his removal would render them tractable.

Considerable uneasiness is felt by the Government from the circumstance that large numbers of French refugees are assembling in Jersey and the other Channel Islands. The Univers says that the organization of secret societies in France is again extensive, and that this is unknown to the government.

The Paris *Pays*, in a letter from Vienna, announces that in a note addressed by the English Government to the Austrian Cabinet, the assurance is given that all measures of precaution will be taken to prevent the presense of Kossuth in London from troubling the good relations established between England and Austria.

A decree in the *Moniteur* authorizes the return to France of M. Thiers, and several other political refugees.

The funeral of Count D'Orsay took place on Friday at Chambourg, near St. Germain. President Napoleon and other notables were present.

DENMARK.—The Copenhagen journals state that a Danish engineer, named Rastoff, has proposed to the government to remove the rocks called Tinklin, in the Cattegat, which are a great impediment to navigation. M. Rastoff is at present employed with M. Maillefert in removing rocks at the bottom of Hellgate near New York.

AUSTRIA.—The Vienna correspondent of the *London Morning Chronicle* says, "It is generally understood in diplomatic circles in Vienna, that Lord Westmorland, the British Minister, whose departure from Vienna for Italy has already been announced, is entrusted with a mission of reconciliation to the Italian Potentates. He will proceed as far as Rome by Ferrara, Bologna, and Florence. It is not known whether he will go to Naples on the same mission. He is said to be instructed to undo all that had been said and done by Lord Palmerston to encourage the Revolutionary Party in Italy, also to assure the authorities everywhere that "the English Government, although still favorable to constitutional liberty at home, will never intermeddle in the affairs of other nations with a view to foster discontent."

PORTUGAL.—Another decree destroys the long existing monopoly of salt at St. Ubes. No distinction will be made henceforth between the natives and foreigners. Permission has also been granted to issue wines of all the first and second quality without any distinction at Porto and Villa Nova. Several other liberal measures are reported to be on the tapis, especially the abolition of the soap monopoly. This season, which promised to be one of plenty, will, it is feared, prove to be one of scarcity.

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

We learn that a labouring man named Collins, fell through the wharf occupied by Mr. McHenry, York Point, this morning, and was so much injured that it is supposed he will not live. The wharf is in a very bad state, the planks on the top being quite rotten, and is said to belong to the Bank of B. N. America. Wharves should be kept in a more secure state, that men's lives may not be endangered while at work.

Accounts from Annapolis County are highly encouraging respecting the crops in that locality. Potatoes, turnips, corn, oats, and other grain, are all very excellent; hay, fair prospects; apples, large and fine.

We learn from the *Chronicle* of Friday, that the Carleton Ferry Steamer *Victoria*, has lately been supplied with a new and improved boiler, manufactured by Messrs. William & Thomas Clark, of Carleton, which is said to be a very excellent one, reflecting much credit on them. The *Chronicle* adds—"For the plan of the new boiler, with its admirably arranged cylindrical and return flues, the public are indebted to Mr. Wm. M. Smith, engineer of the Carleton ferry."

GODEY'S LADY'S BOOK for September, a double number, (edited by Mrs. Sarah J. Hale,) has been received. It is an excellent number, and contains numerous beautiful embellishments. The literary matter, both in prose and poetry, is of the choicest kind, and in great variety. The plates of fashions will of course greatly interest the ladies. The publisher deserves the most extensive patronage for his untiring zeal and enterprize.—It is sold in this city, by J. & A. McMillan.

The vessels arrived at Quebec this year, from sea, to the 20th August, amounted to 635—tonnage 265,221—being 147 ships and 61,111 tons less than last year to same date.

Contracts have been given out for building the new railroad Suspension bridge across the Niagara River. The Bridge will be 20 feet above the present one, and will be sufficiently strong to carry any number of cars necessary.

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

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

TRADE, &c.—The total value in sterling of the Imports into the Port of Saint John during the quarter ending 5th July last, amounted to £332,587. Of this amount £199,590 was the value of goods from the United Kingdom, and £98,987 from the United States. The importations of dry goods from Great Britain amounted to £105,819 sterling; cordage and rope, £10,775; hardware, £19,178. The quantity of tea imported from England during that period was 132,285 lbs.; brandy and gin, 33,924 gallons; coals, 3418 tons; wine, 4524 gallons. The following articles were imported from the United States during the quarter, —Beef and pork, 637 barrels; coffee, 34,116 lbs.; coals 1493 tons; corn, 47,784 bushels; wheat flour, 28,278 barrels; rum and alcohol, 25,283 gallons; tea, 151,383 lbs.; wheat, 33,697 bushels. The total value of Imports into this Port for the half-year ending 5th July last amounted to £331,119 sterling. The total amount of Exports during the quarter ending 5th July last, was £136,654 sterling. The quantity of deals exported to Great Britain was 34,263,000 feet; and timber, 19,563 tons.

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

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

ST. ANDREW'S PIC NIC.—The sons and daughters of *auld Scotia*, together with their guests, the whole company numbering about 300, took passage in the fine steamer *John Waring*, at 9 o'clock on Wednesday morning, for Oak Point, there to pass the day under the "old oak" trees, and upon the green in that pleasant locality, after the true rustic pic nic style.—Among the guests were several American Captains, belonging to ships now in port, also the gallant Major and several officers of the 72nd Regt. As soon as the boat had left the wharf the band (Mc. Cart's) struck up a lively tune—quadrilles, contra dances, and reels, were danced, successively, all the way up, the deck of the steamer being flush fore and aft was well adapted for this amusement. The steamer reached Oak Point at 12 o'clock. In a short time after landing, dinner was announced—the tables were arranged, as usual, under the oak trees. A table was set apart for the guests, who numbered 60, all of whom determined to enjoy themselves, and they did so in truly Scottish fashion. The usual complimentary toasts were given with all the honours, and responded to in several cases. The wines, especially the champagne, were pronounced to be superior—to say nothing of the *whiskey*. After dinner the company repaired to the green on the hill, opposite Mr Buxton's house, some for dancing, some for jumping, some for running—and in short for whatever game suited the disposition and promised the most amusement. Shortly after 5 o'clock the Company embarked for home—Dancing was again resumed on the deck of the steamer and kept up during the passage—a number of excellent songs were sung by gentlemen amateurs between each dance. Arrived at Indian Town at 8 o'clock, P. M. Altogether the day (which was delightfully fine) was happily and most agreeably spent by every one, ladies as well as gentlemen—the only unpleasant thing about it was, *the day was too short.* There was no formality or stiffness in any of the proceedings—each and all did their best to be agreeable and feel gratified. The St. Patrick's Society was represented by two of their leading officers, viz: George Carvill and Thomas Parks, Esquires. The President of the St. Andrew's Society—Robert Jardine, Esq. —also the Vice President, John M. Walker, Esq. —were present, as the leading officers.—*News.*

Mons. Maillefert, the Hellgate engineer, started from New York last week in company with Mr. Adams, of the Express Company, for Lake Erie, to attempt the raising of the steamer *Atlantic.* Adams & Co. had $50,000 on board in an Iron chest, mostly in bills. The steamer sunk in water 175 feet deep, but Mons. M. is confident he can raise her.

Twenty-seven vessels were fitted out from the ports of Lunenburg County, N. S. this year, for the Labrador Fishery, twenty-six of which have returned, with good fares, one having 1100 quintals. This great success is attributed to the vigilance of the Canadian Revenue Cutters in keeping the coast clear of foreign fishing vessels.

Yellow fever was very prevalent at St. Pierre's, Martinique, in July,—as many as 40 to 45 persons dying daily.

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

The splendid ship *Staffordshire*, late of Traine's line of Boston and Liverpool packets, has been wrecked near Valparaiso, on her voyage from Boston to San Francisco. She had a large and valuable cargo, and a long list of passengers, all of whom were saved except one. The losses of Insurance Companies on vessel and cargo, will, it is said, reach $100,000.

From the Fredericton Reporter of Friday.

THE BAZAAR.—Notwithstanding the threatening aspect of the weather for some days previously, and the partial disappointment of expectations from abroad, which followed in consequence, there was a noble gathering at the Bazaar yesterday.

We have spoken from time to time of the arrangements in progress for the amusement and accommodation of those who might attend, and now that all is over, we trust that not one individual has been disappointed either in respect to the refreshment tables, the Bazaar, the general arrangements of the day, the delightful scenery of the place, or *the Ladies and Tea in the evening.*

A little before 11 o'clock, the gathering commenced; and precisely at that hour the noble Band and Pipers of the 72nd Highlanders entered the gardens and took their stations. During the whole day, the crowd continued to thicken. The Bazaar Stalls formed a hexagon which if extended, would measure nearly 160 feet, the sides and roof being handsomely ornamented with palings and evergreens. There were also several handsome tents, and moss houses, in one of which the Soda Fount, furnished by Mr. Brayley, was kept in requisition. A large and splendid bower also composed of palings and evergreens, and having *two stories*—in the upper one of which the Choir under the direction of Judge Wilmot, after Tea sang most enchantingly—occupied the further side of the field; it was lit by a vast number of small lamps, hung together like a string of pearls, and had a beautiful effect during the evening.

The Refreshment Tables, where a large business was done by a well organized band of youthful volunteers during the day, were canopied by a number of large canvass sails, which did good service, especially in the evening, when a pretty heavy shower of rain came on, after which it cleared off again. The tact of the Ladies of Fredricton has often been observed, in presiding at as well as furnishing that great auxiliary to all evening meetings, *the Tea Table*; but we never saw, even from them, so "rich and rare" a demonstration. It is impossible for us to state the exact number which partook of their hospitality, but we imagine it could not be much less than a thousand.

One thing struck us very forcibly during the whole day.—It was the manifest absence of every particle of sectarian feeling. The Episcopalian, the Roman Catholic, the Presbyterian, and the Babtist, mingled together in pleasing converse; while persons of all ranks from His Honor the Administrator of the Government, the Master of the Rolls, Hon. W. H. Odell &c. &c., and downwards, partook of the festivities. Among the Clergymen present we noticed the Rev. Messrs. Brooke, Spurden, Sutcliffe, Allison, Smithson, and the Resident Missionary, the Rev. Mr. Churchill.

There were some, but not many strangers, present. They were generally Americans, and with their Ladies and families made a fine appearance. The gross proceeds, so far as we at this moment can ascertain, are upwards of £300.

Public Lands in Canada.—A Quebec paper states that the Canadian Government has come to the determination to reduce the price of the wild lands, as follows:—"In the county of Ottawa, and north of the St. Lawrence, except the Saguenay, sixty cents per acre; South of Quebec, east of the river Chaudiere and the Kennebec road, thirty cents per acre; West of the Chaudiere, forty cents per acre; on the South of the St. Lawrence, in the districts of Three Rivers, St. Francis and Montreal, sixty cents per acre; in the districts of Saguenay, and Gaspe, twenty cents per acre. Not more than two hundred acres is to be sold to an individual. The payments to be in five yearly instalments with interest. In that part of Canada known as the upper province, the price of lands, with a few exceptions, is fixed at one dollar and a half, for the districts West of the counties of Durham and Petersburg payable in ten years without interest; for all other parts of the province eighty cents, payable in five years with interest. Fifty acres will be given to all poor settlers on the public roads, on condition of keeping the roads in front of their farms in good repair."

A lump of solid gold, weight 26 pounds, and valued at $5,400, was recently taken out of the mines, sixty feet below the surface, in Calaveras County, California, by Mr. Durham.

The Steamboat Disaster on Lake Erie.

Some particulars of this sad accident will be found in the first page of our paper.

From the various statements it would seem certain that at least 250 to 275 lives were lost by this terrible calamity, principally Norwegian emigrants bound to the West.

The details and incidents of this disaster are melancholy in the extreme. A few of the incidents are subjoined.

Mr. and Mrs. Lyman Birch, Mr. and Miss Van Hovenburgh and Miss Phebe Birch were all on board. After the collision they took five life preserving stools and Mr. Birch exhorted them all to be calm and told them how to use the stools and not to go into the water until he told them, Miss Birch was nearly dead with terror, but when the signal was given plunged into the water and regained her presence of mind when she found she could float well with the stool; the others of the party followed. Mrs. Birch lost her stool and clung to Miss Van Hovenburgh. Mr. Birch immediately tried to assist them, when all three went down and were lost. Mr. Van H. and Miss Birch were saved.

Mr. Aaron Sutton, of New York city, was provided with life preservers,—one of these he fastened on his wife, and while so doing some one snatched the other one away. Mr. Sutton seeing the boat sinking, got his wife off into the lake, and taking his two little children followed her. Mrs. Sutton was buoyed up by the life preserver and partly by swimming and clinging to floating articles. Mr. Sutton preserved his children until all were picked up by the boats.

One young lady jumped from the steamer, and would have been drowned, but for the exertions of a man (supposed to be one of the emigrants) who, seizing a board, plunged into the water, and catching hold of the lady's hair, managed to get her on the side of the propeller, when she was taken on deck. The poor fellow, however, sunk from exhaustion and was drowned.

Three hands of the steamer, who could not swim, tore off the binnacle box, took out the compass, and throwing the box overboard jumped into the water, and clung around it. They were several times compelled, for self-preservation, to kick from them, drowning men and women, some 30 or 40 of whom, at different times, had hold of their legs. They were taken up after being 20 minutes in the water.

Mr. L. D. Crippen, of Michigan, saved two female passengers by breaking through the deck into their state room, which was filling with water.

At a meeting of the surviving passengers, the following, among other resolutions, was passed:

Resolved, That the loss of the steamer Atlantic, on the night of the 20th August, is a calamity of such an overwhelming and heart-rending character, that the voice of an outraged public is inadequate to its expression; and that as citizens of Erie, we desire the proper authorities at once to arrest the officers and men who are to be found within the limits of this county, who were employed upon the Atlantic or propellor Ogdensburgh, that the cause of the collision may be correctly ascertained.

THE LATE COLLISION ON LAKE ERIE.—The New York Courier has the following remarks upon the gross carelessness which led to the wholesale sacrifice of human life on board the steamer Atlantic:—

"There is no longer room for doubt that the late terrible destruction of human life on the steamer Atlantic was the result of the most careless and culpable mismanagement. The whole drift of the testimony establishes that there was no fog which prevented steamer lights from being seen at the distance of two or three miles, that the lights of the Atlantic were in fact so seen by the first mate of the Ogdensburgh, and that the two boats were obeying the rudder when coming into collision. Bad pilotage then must have caused the disaster, and consequently one at least of the pilots must have been a most flagrantly guilty man. It is also established that the Atlantic was insufficiently supplied with small boats, and that her life preservers were such as not to answer their purpose. Bad equipment thus aggravated the disaster, and in this respect the owners of the steamer are deeply guilty.

Again it is further established that the Ogdensburgh was exceedingly and unnecessarily tardy in repairing to the assistance of the sinking vessel. This augmented the destruction of life, and under the circumstances was, on the part of the officers of the Ogdensburgh, a criminal delinquency. That there is deep guilt in this case, and that many persons are concerned in it, can no longer be questioned. The great point to be determined now is, whether the guilty parties will be subjected to any kind of penalty? Are those whose misconduct and neglect have directly caused a sacrifice of the lives of 2 or 3 hundred human beings to escape with impunity? No one in view of former experience in similar cases will dare to say that they will not so escape, but every one will be bold to say that they ought not.

Every sentiment of justice in the human bosom has already condemned them;—but will the law give to that condemnation any palpable and permanent efficiency? We are aware that the appeals of the press and the expression of public opinion in any shape do not seem to avail much in bringing this class of criminals to merited punishment; but yet we are loth to believe that our statutes, made and provided for these cases, are an utter sham. There are, we think, some reality and some power in them, which by proper effort in the right direction, would be brought out. We trust that this may yet in some way, through some agency, be effected before the sky falls."

"ARCTIC JOURNAL."—The semi-monthly Library for travellers and the fireside, published by Mr. G. P. Putnam, New York, contains an interesting Journal kept by Lieutenant S. Osborne, commanding officer of the *Pioneer*, one of the vessels sent from England to the Polar regions in search of Sir John Franklin. He relates very simply and agreeably the adventures of these hardy men during their eighteen months' residence in the polar regions. Speaking of that period of the year when the sun does not set at all, he says:—

"Nothing strikes the traveller in the north more strongly than the perceptible repose of nature, although the sun is still illumining the heavens, during those hours termed night, we, of course, who were unaccustomed to the constant light, were restless and unable to sleep; but the inhabitants of these regions, as well as the animals, retire to rest with as much regularity as is done in more southern climes; and the subdued tints of the heavens, as well as the heavy banking of clouds in the neighbourhood of the sun, gives to the Arctic summer night a quietude as marked as it is pleasant."

* * *

Breaknig up of an Iceberg.—"The iceberg had been observed by our squadron, and remarked for its huge size and massiveness, giving good promise of resisting a century of sun and thaw. All on board the "Lady Franklin" described as a most wonderful spectacle this iceberg, without any warning falling, as it were, to pieces; the sea around it resembled a seething cauldron from the violent plunging of the masses, as they broke and rebroke in a thousand pieces. The floes tore up for a distance of ten miles by the violent action of the rollers, threatened, by the manner the ice was agitated, to destroy any vessel that had been amongst it; and they congratulated themselves on being sufficiently removed from the scene of danger, to see without incurring any immediate risk."

The Arrangements on board the Ships.—"Fancy the lower deck and cabin of a ship, lighted entirely by candles and oil lamps, every aperture by which external air could enter, unless under control, carefully secured, and all doors doubled, to prevent draughts. It is breakfast time, and reeking hot cocoa from every mess table is sending up a dense vapor, which in addition to the breath of so many souls, fills the space between decks with mist and fog.—Should you go on the deck (and remember you go from 56° above zero to 40 below it, in eight short steps) a column of smoke will be seen rising through certain apertures called ventilators, whilst others are supplying a current of pure air. Breakfast done, and from the jokes and merriment it has been a good one, there is a general pulling on of warm clothing, and the major part of the officers and men go on deck. A few remain, to clean and clear up, arrange for the dinner and remove any damp or ice that may have formed in holes or corners during the sleeping hours. This done, a muster of all hands, called "divisions," take place. Officers inspected the men, and every part of the ship, to see both were clean, and they then dispersed to their several duties, which at this severe season were very light; indeed, confined mainly to supply the cook with snow to melt for water, keeping the fire hole in the flue open, and sweeping the decks. Knots of two or three would, if there was not a strong gale blowing, be seen taking exercise at a distance from the vessel; and others, strolling under the lee, discussed the past and prophecied the future. At noon, soups, preserved meats, or salt horse formed the seamen's dinner, with the addition of preserved potatoes, a treat which the gallant fellows duly appreciated. The officers dined somewhat later—2 P. M. A little afternoon exercise was then taken, and the evening meal of tea, next partaken of. If it was school night, the voluntary pupils went to their tasks, the masters to their posts; reading men producing their books, writing men their desks, artists painted by candle light, and cards, chess or draughts, combined with conversation and an evening's glass of grog and a cigar or pipe served to bring round bed time again."

Theatrical exhibitions and balls are also described as varying the monotony of the scene. From these extracts it will appear that Mr. Osborne has made an entertaining book, which will be read with pleasure.

DREADFUL FLOOD.—The Selkirk settlement was visited on the 22nd of May with a flood as great and as full as 26 years ago. It lasted from 22d of May to 25th, when it began to recede. A letter received at St. Paul's, Minesota, says that two miles in length of the colony are now under water. The water has spread over the plain for six miles on each side of the river, and all that distance not a house has escaped. Loaded boats may be seen sailing far beyond the habitations of the population, of whom 3,500 have had to fly before the torrent and abandon all. The loss of property is already estimated at £150,000. Horses, Cattle, Houses, Barns, Crops, all were completely swept off, and the colony is almost ruined—the labour of 26 years is all gone.

Eggs, from China, put up in pickle, in large sized jars, are now retailed in San Francisco at one dollar per dozen.

LATER FROM BUENOS AYRES.—By the arrival at this port of the ship Louisa, Capt. Dodge, we have advices to the 4th of July, which is 21 days later. There has been in the new Government of Buenos Ayres, what in European parlance would be called a "crisis."

It appears that in consequence of the virulent opposition in the Chambers to the Convention at San Nicolas, and the bitter and violent debates that there took place, that the Governor of Buenos Ayres resigned, followed by a dissolution of the Chambers by Urquiza. In a circular sent to the British Charge, Mr. Gore, by order of Urquiza, the reason of dissolution is thus made known:

"The Chamber of Representatives without liberty in its deliberations; the Ministers of the Executive power compelled to resign their offices, and the governor of the Province himself having to resign an authority whose voice was disregarded and drowned in the clamor of the most insufferable despotism, constituted an effective state of anarchy which the Provisional Director could not tolerate, without a serious responsibility before the nation and the whole world."

He concludes by saying that he shall not extend the authority with which he is invested beyond the time and the measures necessary for the re-establishment of internal order of the Province.

After the dissolution of the Chambers there were some symptoms of rebellion among the citizens of Buenos Ayres, stirred up by the opponents of Urquiza, but a judicious proclamation from Urquiza quieted matters. He denounced the anti-social designs of a few demagogues, and counselled good citizens and the friends of order to rally round the constituted authorities, with the assurance that their persons and interests would be scrupulously respected and their rights unflinchingly maintained and vindicated. For a few days after the dissolution, all the printing offices were closed by order of Urquiza, except the "Progreso," for the issue of official documents.

A proclamation was also made to the foreign residents of Buenos Ayres, counselling them, in the crisis to which certain demagogues had reduced that city, exposing it to the horrors of civil war, to wear the national cockade, hoist their flags at their residences, and not to give an asylum to the demagogues who were threatening the peace of the city.

Five of the leading opposition representatives were ordered into banishment, with liberty to choose their destination, and were arrested and placed on board a steamer for that purpose.

A new Legislature is to be elected forthwith. —*Boston Traveller.*

BRAZILS.—A company had been incorporated at Rio for establishing a railway to several towns in the interior. The population of the province has been increased within fifteen years from 500,000 to 1,200,000 souls, of whom two thirds are creoles and African slaves. The revenue of Brazil continued to increase, that of the first six months of 1852 showing a large increase over that of the same period in 1851.

An agreement had been nearly concluded between the Imperial Government and a private company for the regular navigation by steamboats of the great river Amazon; a subsidy of 240 contos is to be paid annually by the Government in support of this enterprise. The Government requires the steamers to ascend the river as far up as Nanta, a village more than 90 leagues beyond St. Jose de Marabitana, a Brazilian fort, and the last settlement on the Amazon. In the first instance the voyages are to be performed monthly, and afterwards every 20 days, with vessels of 180 horse power. Other conditions are likewise imposed—such as the settlement of colonies, conveyance of mails, &c.

AUTUMN TRADE IN NEW YORK.—The fall trade, just commencing, promises to be unusually prosperous to the commercial interests of our city. Already an active Southern trade has set in, and hundreds of merchants, from the South and West are daily arriving here. We understand that the clerks in some of our largest down town Dry Goods establishments, have been kept employed, for the last two weeks until midnight, and that at no former season have the sales to the Southern and Western trade, been so extensive as during the current month.

The demand for all descriptions of merchandize, we are told, is unusually active, both for home consumption and exportation, while all our large manufacturing establishments are doing a more profitable business than for some years back.

In fact, all the leading branches of trade, so far as we can learn, promise a very successful result this fall.

New York undoubtedly presents to the purchaser great advantages over all her sister cities. Here may be found merchandize of every description and variety, in great abundance, and, we believe, at *cheaper rates* than any other mart in the Union. An examination of our marine columns, will give some idea how extensive our trade has become, and the prosperity attending the various lines of our ocean steamers, to say nothing of the innumerable inland routes of travel, attest the increased communication and business between this city and all parts of the world.

Many branches of trade, too, are almost wholly monopolized by New York. Take the vast and important China and India trade, for instance. Nearly all the tea that is imported into the United States, comes to New York direct, and is here disposed of, generally at public sales. Even the Boston ships are chartered in China, to bring teas and other valuable products of the Celestial Empire to this city, and the Boston merchants are supplied almost entirely from our market.

The dry goods and grocery trade of this city is probably as large as that of Boston and Philadelphia combined. Nearly all the Eastern and Northern dry goods manufactories send their goods to this market to be disposed of, either at private or public sale; and we frequently receive goods from Massasschusetts and Pennsylvania direct, to be sold here on account of merchants in other States.

The extent of travel and business between this port and the various ports of the world, it is not easy to realize. Of Ocean Steam Lines communicating with New York, there are two Liverpool lines; to Cowes and Havre, one; to Southampton and Bremen, one; to Havana and New Orleans, one; to Kingston, Jamaica, and Chagres, one; to San Juan Nicaragua, one; to Halifax and Quebec, one; to Bermuda and St. Thomas, one; to Savannah, one; to Charleston, two; to Norfolk and Richmond, Virginia, one; besides numerous small steamers and propellers running to Philadelphia and elsewhere. All of these steam ships are almost daily bringing hundreds and thousands of visiters, and a vast many of them come as purchasers of goods to the port of New York.

Last Spring the trade in this city hardly had its accustomed prosperity, but the signs of the times are that the fall trade will be large beyond all precedent.—*N. Y. Express.*

Advance in Breadstuffs.—There was a farther improvement in the price of both flour and grain yesterday, with considerable excitement in the market. New York State flour is held at $4,50 for straight brands, and Ohio at $4,50 a $4,56¼. White Ohio wheat brought $1,10 a $1,11. These prices are far above the views of shippers, and are much higher than the quotations from the other side by the Atlantic would warrant. There is a small stock of flour in the market, and the principal export demand is for wheat. Indian Corn improved also under a good Eastern demand, and mixed Western is bringing 70 a 72 for sound parcels. At the close of the day's business there was less animation, with some appearance of a reaction.—*N. York Jour. of Com.*

The accounts received from all parts of the United States concur in the opinion that the wheat and corn crops will be far the largest ever garnered. The accounts in relation to the corn crops are particularly flattering, and in many States, where there has been very little corn planted in former seasons, the yield will be very great. The Iowa and Alabama papers state that the crop will be double what it ever was before, and that it will be a drug at 30 a 40c per bushel. The Cotton Crop throughout the Southern States is represented as looking well.

Mrs. Beecher Stow's book, "Uncle Tom's Cabin," is to be dramatized for the Stage in Boston.

CINCINNATI PORK ESTABLISHMENTS.—A Cincinnati paper in an article containing an enumeration and description of some of the principal manufactured products of that city, concludes with the following statement:—

"But after all, the great leading feature of Cincinnati, which has made her wealthy, and given her the proud title of Porkopolis, is the establishments that cover acres of her territory, appropriated for the curing of pork and hams out of the 250,000 swine that are annually driven into her limits for slaughter. To those living in the eastern cities, not acquainted with the cleanly character of these establishments, we will remark that they are sometimes occupied by Whigs and Democrats to hold conventions in, and only a few days since one was used for a similar purpose by the Freesoilers. Balls and fairs have ben held in them, and in one (at Madison) the sweet Jenny Lind dispensed her delicious *tender lines.*"

NEW YORK, Aug. 26.—A private letter received in this city states, on what is said to be the highest authority, in connection with the fishery question, that Mr. Baring positively denies any diplomatic agency in the matter. His visit to this country being originally planned on account of his own business operations. There is no doubt, however, that in this matter he perfectly understands the views and purposes of the British Ministry, and has their entire confidence, and it is not at all improbable that he may unofficially talk with our Government upon the subject and perhaps succeed in effectually removing the misunderstanding which seems to have prevailed.

U. S. SENATE.—Mr. Penn reported a bill back to the Senate, for the relief of the Wilmington and Manchester railroad company, by extending for 4 years the payment of the duty on $100,000 worth of railroad iron.

Mr. Queens explained that this road would make complete the chain of railroad from Portland, Me., to New Orleans, with the exception of 30 miles of road in Georgia, which is in course of construction, thus the sea carriage of mails would be avoided, and failures between the north and south consequently prevented.

TURTLE FISHING.—The Mobile Register states that turtle are at times so plentiful that they glut the market. On the 11th inst. a schooner arrived from Brazos, with seventeen. Five of these were sent to the watering places on the Eastern shore, the smallest weighing 365 lbs., the largest about a thousand or more. They appear to be no strangers to the waters in the Mobile bay, as the Register states that some ladies, "over the bay" within three days past, had hooked with rod-fishlines, two fine green turtles of from 18 to 20 lbs. each. They where served up in soups.

Mr Monnot, of the New York Hotel, is arranging for the construction of a large hotel, to be built of white marble, and to cost about $500,000. It will front on Madison square and fill up the space between the 5th and 6th avenues.

A ferry skiff plying between Albany and East Albany, was upset on the afternoon of the 22d inst., and of 21 pesons in it, 12 or 13 were drewned.

The U. S. war steamer *Mississippi* was passed by the steamer Albatross, off Miramichi, on Tuesday last.

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

MARRIED.

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

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

On Thursday evening, by the Rev. Samuel Robinson, Mr. James Deoyere, to Lucy Ann, eldest daughter of the late Mr. Fanjoy, all of this city.

At Simonds, on the 24th instant, by the Rev. J. W. Disbrow, Mr. John Dolin, to Miss Ann Scott.

On the 25th instant, at Milltown, St. Stephen, by the Rev. Robert Cooney, M. A., Captain Thomas J. Tobin, of St. John, N. B., to Miss Mary Elizabeth, youngest daughter of the late Abner Hill, Esquire, of St. Stephen.

On the 22d July, by the Rev. Mr. Allison, Mr. Benjamin Dowling, of Albert County, to Miss Mary J. Elkin, of Grand Lake, Queen's County.

On the 5th of August, by Elder Elias Keirstead, Mr. Andrew Miller, to Mrs. Mary E. Barton, of the Parish of Waterborough.

At Butternut Ridge, on the 5th inst., by the Rev. W. Jackson, Mr. Uz Keith, to Miss Elizabeth King, both of the Parish of Studholm.—Also, at the same place, by the same, on the 15th inst., Mr. George W. Keith, to Elizabeth, only daughter of Mr. Thomas Keith, of the same parish.

At Buctouche, Kent Co., on the 1st inst., by the Rev. D. McPhail, Mr. Oliver Ward, to Miss Elizabeth Hyslop.—By the same, Mr. Robert Hyslop, to Miss Jane Ward, all of Buctouche.

At Eastport, on the 18th inst., by J. Bergin, Esq., Capt. George Rogers, of Hopewell, N. B., to Mrs. Mary Dixon, of Eastport.

DIED.

On Friday, at his residence, Marsh Bridge, Denis Flannagan, aged 49 years, leaving a widow and four children to lament the loss of an affectionate husband and father.

On the 24th inst., after a lingering illness, Ann, wife of Mr. Michael Foley, of this city, aged 21 years, leaving a beloved husband and large circle of friends to mourn their loss.

At Portland, on 23d instant, Elizabeth Jane, only daughter of Mr. Thomas Kerr, aged 15 months.

At Red-Head, on the 25th inst., Charlotte, fifth daughter of Mr. Francis Hanna, aged 25 years.

At Buctouche, of consumption, Ainsley Hicks, son of Mr. Ira Hicks. The deceased was generally respected by all who knew him as a prudent, industrious young man.

At Andover, on the 24th ult., Mr. Abraham Sloat, in the 87th year of his age,—leaving a widow, 17 children, 107 grand children, and 27 great grand children, to mourn their loss. Mr. Sloat was one of the old loyalists, having emigrated from the United States to this Province in 1783.

PORT OF SAINT JOHN.

ARRIVED.

Tuesday—Schr.