The Observer.

SAINT JOHN, JUNE 15, 1852.

Seven Days Later from England.

The Royal Mail steamship *America* arrived at Halifax at 2½ o'clock on Tuesday, bringing Liverpool dates to the 29th of May, and 88 passengers, 37 of whom landed at Halifax. Among the latter are the Hon. Messrs. Hincks and Chandler, the Railway delegates.

The Liverpool cotton market was brisk, with a slight advance for the better qualities. Sales of the week 104,700 bales.

Flour inactive. Indian corn was in demand at an advance of 1s. to 1s. 6d. for best yellow.

In the Manufacturing districts a good deal of activity prevailed, with a large consumption of cotton.

Sir Edmund Head had an interview with Sir John Pakington at the Colonial Office, on the 28th ult. Despatches were sent on the same day to the Governors of the North American Provinces.

No appointment had yet been made to the Lieutenant Governorship of Nova-Scotia.

In the House of Commons on the 24th, in reply to a question from Mr. McCullagh, Sir John Pakington stated that negotiation between Her Majesty's Government and the Members of the Executive Council of Canada and New-Brunswick, who had come to this country relative to the formation of a Railway from Halifax to Quebec, had terminated; and, after giving full consideration to the subject, the Government had, with much regret, come to the decision that they were unable to recommend Parliament to give the security of the Imperial revenue for the sum required to construct the proposed work, by the only lines to which the deputation were enabled to give their consent.

A Committee of the Commons is appointed to inquire into the cause of the late frequent explosions in coal mines.

The Militia Bill is ordered to be read a third time on Monday week.

The Patent Law Amendment Bill has passed a second reading—this Bill proposes to reduce the expense of patents from £260 to $25, and to make one registration serve for England, Ireland and Scotland.

A Committee of the Commons has been appointed to enquire into the causes of the frequent explosion in Coal Mines.

Lord Stanley states officially that Britain lays no claim to the Lobos Guano Islands, but the Admiral on the Station has sent a ship there to protect British interests.

In Parliament, the Maynooth endowment grant has been once more debated and adjourned.

Gold continues abundant from the Australian placers. Two vessels from Port Philip bring 41,000 ounces, valued at £140,000.

The British Consul at Ancona has been instructed to use every means for the pardon of Murray, a British subject, under sentence of death for political offences.

A second steamer of the line to Australia, is to sail from Southampton on 7th June, calling at the Cape of Good Hope and Port Philip; other Steamships will follow simultaneously.

Efforts are on foot to direct Emigration to Australia. An Emigration Company has been formed in York and another in London to assist emigrants from the Highlands and Islands of Scotland, where great destitution at present prevails.

The Telegraph is now open between Galway and Dublin. A Submarine line is to be laid down between Holyhead and Howth.

The Galway packet says there is no truth in the statement that the potato disease has re-appeared in Ireland.

The German journals contain lamentable accounts of the famine in many districts. The price of provisions is enormous.

GOLD IN ENGLAND AND IRELAND.—Gold, it is said, is beginning to be found in Devonshire. In Ireland, the county of Wicklow has been long known also for its mineral treasures; and recent discoveries have given a new impetus to gold seekers in that district.—[Gold is to be found everywhere, but in very few places will it reward the labour of finding it].

SUPPLY OF LABOUR TO AUSTRALIA.—The Earl of Derby received, on Wednesday, at his official residence, Downing-street, the deputation appointed by the manufacturers of the West Riding to urge upon the government the necessity of immediately sending out an adequate supply of labourers to Australia. Mr. Foster read some important communications, in which it was stated that shepherds were deserting in every direction; that one person who had 20,000 sheep had only a man and his wife to attend to them; another, with 8,000, had only one man.—Lord Derby could assure them the desire of the government was to deal with it so as to apply the best remedy in their power. The present state of things in Australia was not only remarkable, but extremely embarrassing. The immense gold region, covering a space of 700 miles, was daily rendering greater and greater productiveness; and, therefore, he felt that the temptation which withdrew labour from sheep farming would most likely have its influence on those who might be sent out. His lordship then read some few extracts from Governor Thorp's last dispatch, in which his excellency stated that the colonists preferred large numbers of emigrants to be sent out gradually to having them all at once. The government had £170,000 at their disposal for this purpose, which they intended to appropriate in sending out eight ships monthly for the next seven months. Assuming that each vessel would take 300, this would be 2,400 a month, or 4,800 in time for the next clipping. It would be impossible to get shipping to carry the numbers which had been mentioned. The return freights would be small, and would not pay—even lately, an advance of 30 per cent. had taken place in freights to Australia. We must endeavour to send out an adequate supply of women. It will not do (remarked his lordship) to allow the sexes to go unmatched.

FRANCE.—Refusals to take the oath still continue. A Bill is before the Legislature to extend the Tobacco monopoly to 1st January, 1863.

M. Bertyer, Louis Napoleon's confidential envoy, had had an interview with the Czar, and with other Monarchs. The objects of his mission have not transpired.

ITALY.—In Sardinia, the Marquis Dayelio has succeeded in reconstructing the Cabinet on a liberal basis. The Tuscan Government offers one thousand francs, coin, in compensation for the late outrage on an Englishman named Mather, who was cut down by an Austrian at Florence. Mather and his friends indignantly refused it.—Murray, the Englishman sentenced to death by the Roman authorities is confined in the Castle Spoletro; his punishment will probably be commuted.

GERMANY.—The South German journals contain lamentable accounts of the famine in many districts. Weaving and other branches of employment lie completely idle, while the price of provisions is enormous. The emperor of Russia was to leave Berlin 26th May for Warsaw, on his return home.

NEWS FROM INDIA.—*Fall of Rangoon.*—A despatch from Marseilles announces the arrival of the Indian Mail, with advices from Calcutta to the 22d April, and from Bombay to the 3d May. The British troops have taken Rangoon, and 150 pieces of cannon. The loss on the side of the English is said to be over 150 men.

THE RAILROAD.—The following article from the Halifax *British American* furnishes all the particulars that have yet transpired with respect to Railway prospects, since the return of the Hon. Messrs. Chandler and Hincks from England. The British Ministry having rejected the proposition for a Government guarantee for the Halifax and Quebec route, via the Valley of the St. John, the delegates it appears received offers from Messrs. Peto, Brassey, and associates, for the construction of the European and North American line, (to pass through St. John,) with a subsequent branch to Miramichi, and for a line from Quebec to Hamilton. The terms, as stated in the subjoined article, (if correct,) being apparently fair and equitable, it is reasonable to expect that they will be accepted, and the work proceeded with at no very distant day. We shall probably soon have a correct and official statement of the case from Mr. Chandler himself.

[*From the Halifax British North American, June 9.*]

THE RAILWAY!

The European Line Triumphant!!

Among the Passengers by the Steamer *America* were the Hon. Delegates from Canada and New Brunswick, (Messrs. HINCKS and CHANDLER,) who we are happy to learn are in excellent spirits with regard to the prospects of a great line of Railway, although they have been disappointed in obtaining that Imperial assistance which it was the immediate object of their mission to seek. After giving to the subject very grave consideration, the Earl of Derby's Government has come to the conclusion that it would not be justified in granting Imperial aid to a line of Railway, the route of which is so near the frontier of the United States, as that agreed to by the Governments of Canada, Nova Scotia, and New Brunswick, last winter, and which is generally known as the Valley of the St. John line.

It would appear, that with the present Imperial Government, military considerations overweigh all others, and this being the case, the Delegates from Canada and New Brunswick had to consider what was best to be done in the emergency. Being satisfied that fresh negotiations between the Provinces, for the construction of a line of Railway on joint account, on the basis of the adoption of the military or Major Robinson's, would be wholly fruitless, and that delay in securing the completion of the most important sections of the commercial line would lead to great dissatisfaction, they have taken the responsibility of entering into negotiations for the construction of the Great Trunk Line in Canada between Montreal and Hamilton—the completion of the line between Montreal and Quebec being also secured—and also of the line in New Brunswick between the frontier of Nova Scotia and Maine, through the city of St. John, forming a section of the line known as the European and North American line.

We have had an opportunity of learning the precise nature of these arrangements, which although varying in detail, are substantially the same for both Provinces, and as great public interest is felt on the subject, we lose no time in placing them before our readers. The Delegates have succeeded in obtaining offers from eminent British Contractors of a different character from any hitherto made, and which are not open to the grave objections entertained to former propositions. It has not been deemed expedient by the Delegates to connect the construction of the Railroad with any extensive scheme of placing large tracts of the public domain at the disposal of the contractors. The road is to be built and fully equipped by the Contractors at a certain price, to be stated after proper surveys have been made.

The Contractors, who are parties of the highest respectability, including in their number M. PETO, M. P., Mr. BRASSEY, Mr. BETTS, and Mr. JACKSON, M. P., pledge themselves to construct the work on the same terms as they have recently done similar works on the continent of Europe, where they have been exposed to active competition. They will of course be guided *as to the description of work* by the wishes of the parties employing them. The works in Canada are to be constructed on account of companies which have been already incorporated, and which are entitled *to the benefit of the Railway Guarantee Act*, that is, to bonds of the companies guaranteed by the *government for one-half* the cost, and which bonds form a first charge on the revenue of the road.—These bonds the contractors are to receive in payment for one-half the cost of construction. They are to receive the bonds of the company for three-tenths the amount, which will form the second charge on the revenue of the road. They are likewise to take one-tenth in the stock of the companies. This leaves only one-tenth to be provided by subscriptions for stock, and, in the event of any portion of this one-tenth being subscribed for by Municipal Corporations or by the Government, bonds are to be taken for the same at par.

Such, briefly, are the terms offered to Canada. The tenders of the contractors are to be submitted to two disinterested Engineers, *one appointed by the government, the other by the contractors*, who are to reconcile any difference and reduce any overcharge, and in case any insurmountable difficulty should arise, then the Contractors are to be paid what is deemed reasonable by such Engineers for those plans and estimates, which are to become the property of the companies.

With regard to New Brunswick the road is to be constructed by the Company already incorporated, and owing to the forethought of the Government of that Province, the facility Bills were passed last session, and will be immediately assented to, so that nothing need prevent the Company from commencing operations immediately. The offer to New Brunswick is substantially as follows:—Assuming the cost of the road at a million sterling, the Contractors will take £100,000 in stock, which in addition to that subscribed by the Province (£250,000), and whatever has been or may be obtained from the public in New Brunswick, will constitute the total stock of the Company. A loan of £250,000 on the same terms as the Canada loan, which will be a first charge on the revenue of the road, is to be given by the Province, and the remainder of the million is to be provided by bonds of the Company, all of which securities are to be taken at par, and are to bear 6 per cent. interest, and to be payable twenty years after date.

Such are the propositions which the delegates have brought out with them, and we believe that they will be received with favour generally throughout the three Provinces.

After the main road through New Brunswick has been completed, the Contractors have agreed to construct a branch to Miramichi on precisely the same terms of payment in proportion to cost.

We understand that the delegates have also obtained an offer from the same parties for the construction of the Nova Scotia section of the line, and that owing to their doubts as to the wishes of the government of Nova Scotia, they deemed it expedient to give them the option in case they thought proper to co-operate with the Sister Provinces of having the road constructed *either on Provincial account, or by means of a Company.* In the former case the bonds of the Province will be taken for the whole amount at par. In the latter, payment will be arranged precisely in the same way as for Canada.

We leave no doubt that the cordial co-operation of the government and people of Nova Scotia may be relied on as to the construction of our section of the line on *some plan*, but at present it would be premature in us to say more than that the scheme as a whole seems a perfectly feasible one, and we congratulate the Delegates on the successful issue of their mission, believing that these arrangements will be even more satisfactory to the public at large than those which it was the immediate object of their mission to effect.

It is likewise gratifying to know that our enterprising neighbours in Maine and Massachusetts will hail the result of the late mission with the greatest satisfaction, and that they will be stimulated in their efforts to complete the Maine Section of the European Line, which will give uninterrupted communication at all seasons of the year between Halifax and the Detroit River, as well as Boston and New York.

Charles D. Archibald, Esquire, who has always manifested a very lively interest in the Railway, also arrived by the Steamer;—and we understand proceeds immediately to the Acadia Iron Mines, in company with some gentlemen who came out with him, to examine these mines and some quarries in New Brunswick.

[FROM A CORRESPONDENT.]

The article furnished by the Halifax *British North American* contains the latest Railway news. All hopes of aid from the British Government having now departed, we trust all parties will unite, and forgetting the disputes and differences which have been productive of so much delay and ill feeling, will cordially pull together in getting into successful operation the only railway which now seems left for us. At and after the Portland Convention, the country was all but unanimous in favour of this scheme, and now that all other plans have been tried and found wanting, we hope to see an equal unanimity displayed.

This Railway being the one most likely to be profitable is from that circumstance best calculated to command assistance, and through the prosperity which it is certain to produce in the Province, will enable and encourage us to extend branches wherever required.

We consider a branch line to Miramichi as quite certain immediately to follow the construction of the European and North American line, and were it not necessary that the line which will *pay* best should be first built, we would be inclined rather to carry the line toward Miramichi than to Amherst.

Now that it is a settled fact that the line between Woodstock and St. Andrews is to be immediately commenced, it behoves the people of St. John to bestir themselves if they would not lose the trade of the whole of the upper country.

The Late Melancholy Occurrence.

It is our painful duty to announce in our columns to-day the sudden and unexpected death, by casualty, of the Rev. EDWARD D. VERY, Editor of the "Christian Visitor," and Pastor of the Baptist Church in Portland, who, with Professor CHURMAN, of Acadia College, and four Students of that Institution, (named below,) and a boatman, were drowned in the vicinity of Horton, N. S., on Monday the 7th instant.—We knew the Rev. Mr. Very well, and highly esteemed him, but shall not attempt any expression of our feelings on the painful occasion, as the following letters from the Rev. Dr. Cramp, President of Acadia College, the former addressed to the Rev. S. Robinson, of this City, and the latter to ourself, as publisher of the Visitor, (but have taken the liberty of giving it in the Observer to-day,) will furnish the reader with every particular relative to the sad occurrence:—

ACADIA COLLEGE, June 8, 1852.

MY DEAR BROTHER,

I sent a brief message this morning to Brother Demill, by telegraph. He has doubtless communicated to you the sad tidings. I sit down now to furnish a few particulars, as far as information has reached us.

On Lord's day Brother VERY preached an excellent sermon from Romans viii. 29. He also delivered an address at the Missionary Conclave in the evening—very appropriate, serious and forcible. Little did we imagine that we should hear his voice no more!

Yesterday morning, about 4 o'clock, our brother left my house for an excursion to Cape Blomidon, in company with Professor Chipman and four of our Students, Messrs. Rand, Phalen, Grant and King. Two boatmen completed the party. Brother Very had anticipated much pleasure from the trip, having often heard of the mineral treasures of that locality, and intending to avail himself of the opportunity to collect specimens.

They spent the day in that pursuit, and were returning with the afternoon's tide. As they approached our shore the wind freshened, and at length blew a gale. The boat shipped a sea, which half filled her; they baled out the water, and were endeavoring to tack, for the purpose of taking shelter in the Habitant river, when the boat was again struck, filled with water, and swamped. Our friends clung to the boat, in the hope of saving themselves, but one by one they were washed away. Brother Very was the last: he lost his hold once, but the surviving boatman (the other had already sunk) caught his hand and helped him to lay hold again: shortly afterwards, however, he was washed off a second time, and sunk to rise no more. The boatman abovementioned was the only one who escaped.

This distressing calamity occurred near Long Island, four miles from this place. The bodies have not yet been recovered, but it is thought probable that they will be found in a day or two. Any instructions respecting dear Brother Very's remains, should they be found, will of course be carefully attended to.

It is indeed a heart-rending sorrow. It is darkly mysterious. How many interests are affected by it—Families—Churches—the College—the Visitor—the Denomination! The Lord is "gracious" as well as "righteous"; but sometimes, as in this instance, "clouds and darkness are round about him." May we be kept free from murmuring, and "humble ourselves under the mighty hand of God"!

I am, dear Brother, your's truly,

J. M. CRAMP.

Rev. S. Robinson, St. John.

To the Publisher of the Christian Visitor.

DEAR SIR,—After I despatched the letter to brother Robinson, which I presume will appear in your forthcoming number, I saw the boatman, Charles Benjamin, the only survivor of the late sad disaster, and received from him a statement, which is given in nearly his own words.

The party left the wharf at five o'clock in the morning. The weather was then fine. They were three hours crossing over to Cape Blomidon, where the gentlemen landed, and remained till noon. It began to blow just before they started on their return, but became calm when they were between the Cape and Long Spell. It freshened again when they were half-way across, and veered round more to the South, heading them off towards Long Island. They tacked and stood across for Cornwallis. When they came about again they stood for Long Island Creek, intending to land there, as the wind had become stronger. When they were nearly half a mile from the Island, a sea struck the boat, and half filled her: they succeeded, however, in baling out nearly all the water, and put about the boat before the wind, purposing to run in at the back of the Island. Just then (it was about four o'clock), they were struck by a heavy sea, which swamped the boat immediately. She went down stern first, and turned bottom upwards. All,—with the exception of Grant, who sunk at once, and Professor Chipman, of whom presently,—clung to the boat, and endeavoured to get upon it, when it turned completely round till it was bottom upwards again. At length, Phalen and Coldwell, were washed off together, and rose no more. Soon after, Mr. Very was washed off, but he swam to the boat, and was assisted on it by Benjamin. He held on by the stern for ten or fifteen minutes, when three heavy seas in succession broke over them, and swept Mr. Very away.

Professor Chipman was upon the mainsail, which had got adrift when the boat upset. He was heard to call aloud for help, but none could be rendered. Benjamin saw him, at about twenty rods' distance, a few minutes before Mr. Very sunk. He appeared to be then dead.

The boat dragged towards the shore till it was right off the point of the Island, when it held on. Benjamin then stripped off his clothes and swam to the shore, which he reached in a very exhausted state. The boat was found the next morning, bottom upwards, but little injured.

Benjamin adds, that Messrs. Very, Phalen, and Grant had suffered much from sea-sickness; Grant seemed to be quite disabled by it, which may account for his sinking immediately.

It is not surprising that in the confusion of such a struggle no words escaped them, indicating their inward feelings. All their energies were concentrated in the effort for self-preservation. The Lord understood the utterances of their hearts.

The bodies of Messrs. Rand and Grant were found yesterday, and a Coroner's Inquest held upon them, when a verdict of "accidental death" was recorded. Mr. Rand's corpse has been conveyed to Cornwallis for interment in the family grave. Mr. Grant was buried here this afternoon, in the presence of a weeping throng. Father Harding preached on the occasion.

The last article written by brother Very for the *Visitor* was the account of our Anniversary. When he had finished it, he wrote a letter to Mrs. V., and laid down his pen for ever. *That* letter will no doubt be often read with intense emotion, and preserved as a precious relic.

Mr. King's body has been found to-day, and will be taken home (to Onslow), by his father, who arrived this morning. The search will be continued to-morrow.

Yours, truly,

J. M. CRAMP.

Acadia College, June 10th, 1852.

Mr. Very left this city on the 31st ult., in the full enjoyment of health and vigor, to attend the Examination of Acadia College, and other duties.

We will only add, that the Rev. Mr. Very had by his gentlemanly and business-like habits, his affable manners, and his Christian deportment, gained the esteem of the public in general, and his flock in particular. We believe it will be a difficult task for the denomination to find a man capable of filling his place in the various offices the duties of which he so zealously and faithfully discharged. We truly sympathise with his bereaved widow and three young fatherless children, but rejoice to know that they lack no sympathy, and that they possess in this city many real friends.

THE REV. ROBERT IRVINE, late Minister of the St. John Presbyterian Church, in this City, left yesterday for Toronto, Canada West, having accepted the call of a congregation in that place, to become their Pastor. We observed the Ministers of several denominations, and many friends present to take their leave of him. The departure of the Reverend gentleman is deeply regretted by the people of his late charge, who were devotedly attached to him, and will doubtless be regretted by Presbyterians generally, throughout the Province.—Mr. Irvine's ministrations during the last eight years, were instrumental in gathering together a large Congregation—a flourishing Sabbath School, and a numerously attended Bible Class.—The members of the Bible Class presented him, on last Sabbath evening, with a very splendid copy of the Imperial Bible, and a most affectionate address, to which he made a suitable reply, both of which are inserted in this paper.

St. Andrews and Quebec Railway.—The ceremony of turning the first sod of this road, under the new contract for its completion to Woodstock, took place at Bartlett's farm, ten miles from St. Andrews, on the 4th inst. The *Standard* thus records the interesting event:—

"At 12 o'clock precisely, Col. Murray, the Administrator of the Government of the Province, accompanied by Mrs. Murray, arrived upon the ground, in his carriage, and was received by the Directors and officers of the Company, under a salute of 13 guns. His Honor and Mrs. Murray were then escorted to the spot selected for turning the first sod, when the Rev. Dr. Alley offered up a most appropriate prayer for the success of the great undertaking.

The Contractor, Mr. Brookfield, was then formally introduced to Col. and Mrs. Murray, and had the honor of presenting to Mrs. Murray the spade and barrow to inaugurate the work. Mrs. Murray then gracefully raised the first sod, deposited it in a barrow, and tipped it at the end of the plank prepared for that purpose, as emblematical of the commencement of the stupendous work. A salute of 19 guns was then fired in honor of the occasion. In the absence of the President, who was unavoidably prevented from attending, the Hon. Col. Haich proceeded on behalf of the Company to cut and turn a sod, and was followed by Alex. Light, Esquire, the Engineer, and John Brookfield, Esq., the Contractor, in the same operation, typical of the agency by which the work will be carried to completion."

After which the Directors and their guests retired to a tastefully arranged bower and partook of a sumptuous collation, during which a number of toasts were drank and speeches made; and at the conclusion another salute of 13 guns was fired, and the party separated, highly delighted with the whole celebration.

JOHN JOHNSTON, Esq., S. M., has been appointed by the Justices of the Supreme Court, Commissioner for taking Recognizances of Bail in the said Court for the City and County of Saint John.

The brigantine *Ocean*, from Cork, with 73 passengers, arrived at Quarantine on Saturday. One of her crew, and several of the passengers being ill of ship fever, all the passengers have been landed on Partridge Island for the present, and the vessel has been detained for purification.

Mr. Meagher has declined a public complimentary demonstration by the citizens of New York, which had been proposed to him by the Common Council, to commemorate his arrival in that City from the penal Colony of Van Dieman's Land.

Telegraph Wires.—Windsor, Kentville, Bridgetown, Lunenburg, and Liverpool have recently been put in connection with Halifax.—Annapolis, Yarmouth, Antigonish, Canso, and Sidney will soon be connected with the same city by telegraph.

VETERINARY SURGEON.—We stated a few weeks since that the St. John Agricultural Society had resolved to invite Mr. M. H. Cuming, Veterinary Surgeon, of Ellon, Aberdeenshire, who was highly recommended by Professor Dick, to emigrate to this Province. We now learn that Mr. Cuming has informed the Society of his acceptance of their offer, and of his intention to leave Aberdeen with his family, in a vessel which will sail about the 1st August next, direct for this Port.—*Courier.*

SUB-MARINE TELEGRAPH.—We have intelligence by the last Steamer from England, that a company was in course of formation in London, with a capital of £300,000, which contemplates laying down a sub-marine Telegraphline which will bring the Old World and the New within speaking distance of each other. Whether this gigantic scheme will go into operation or not time will tell, but dame Rumour has it that the experiment will positively be tried, and that our townsman, Mr Cunard, has taken stock to the extent of £1000.—*Nova Scotian.*

STATE OF THE COUNTRY.—It is really dismal to walk round the principal square of the city—the Province Building—and notice the stagnation of business—the shops shut up, and houses with "TO LET" in their windows. There are (in our locality,) in all a round dozen central and eligible shops, which in ordinary times commanded good rents, and let readily.

The cause of this depression we believe to be threefold—*First*, the want of PROTECTIVE DUTIES to foster and stimulate the industry of the country—*Secondly*, the apathy of our people in prosecuting the FISHERIES and the failure of the Government to stimulate and protect them; and *thirdly*, the withdrawal of a considerable portion of MILITARY expenditure.

A Contrast.—While, however, we feel rather desponding at the present state of Halifax, there is a redeeming feature in the prosperity that prevails in the country. We are informed that most of the farmers of Cornwallis are saving money and paying off their Mortgages, in consequence of the profitable sale of their potatoes and other crops; while the orchards of Annapolis have brought to the farmers of that beautiful valley a golden return.—*Halifax B. N. American.*

A detachment from the Royal Artillery at present serving in this Garrison, are to proceed to St. John, N. B.; the party leaving us will it is said, comprise sixty men.—*Ib.*

THE STEAMER CHEROKEE, about to be placed on the Quebec and Halifax route, was built by the British Government at Kingston, C. W., at an expense of £50,000. She is perfectly sound and in first rate condition, and has been sold to her present owners for about £5,000.

The *Quebec Chronicle*, of the 7th inst., says:—"The *Cherokee* leaves for Halifax, touching at River du Loup and Pictou, on Thursday next. She is a fine looking craft of 750 tons, with superiorly constructed engines of 200 horse power, and her room for passengers is extensive. She can carry comfortably from 25 to 30 cabin passengers, and from 200 to 300 steerage.

TERRIBLE CONFLAGRATION AND LOSS OF LIFE.—*Montreal, June 2.*—We were visited yesterday with a most destructive fire, which has laid in ashes a considerable number of buildings in the business part of our city. It commenced at 6 o'clock A. M., in St. Peter street, at the corner of Lemoir street, in a carpenter's shop occupied by J. Martin.

The shop, together with Martin's residence, was quickly consumed, and two of his children were burned to death, one of them on the spot and the other expired in the afternoon. From this point the fire extended to the old St. Andrew's church, which, together with the dwelling house of J. Mahoney and several out-buildings, was destroyed.

On the opposite side of the street, the stores of Ryan, Brothers & Co. and No. 21, warehouse, were burned down, and a large quantity of valuable goods in them.

Other buildings in the neighbourhood including Stephen & Mills, Torrence & Busteed, J. & J. Mitchell & Lewis, and Levine's Exchange Hotel were in great danger and were saved only by the most strenuous exertions of the firemen. A strong wind from the southwest carried the devouring elements to St. Paul street, destroying in its passage the roofs of two houses in St. Francis Xavier street belonging to Mr. Dewist and occupied as Exchange offices.

The Commercial buildings, occupied by the Imperial Customs Department and others, were also consumed. The store of Seymour & Whitney and some out-buildings of Frothingham & Workman were burnt, but their store was saved.

The fire then extended its ravages on both sides of the street as far down as Little street and Joseph street, where it was subdued. Several houses facing the steamboat wharf were consumed.

The following is a list of buildings destroyed:—St. Peter street, James Martin, carpenter's shop and dwelling; old St. Andrew's church; Ryan, Brothers & Co., merchandise. In St. Paul's street, O. Gilvey Wood, dry goods; Scott, Lyre & Co., dry goods; A. Laurie Little, A. Laurie, do; Bumming Galbraith, do; W. Whiteford, do; Andrew Farlane, do; H. Basseau, leather, &c; J. Bougin, do; Wilson & Coullard, hardware; L. Lafontaine, clothing; Seymour & Whitney, dry goods; Greenshields & Co., do; J. Loughry, paints; J. C. Mayer; T. Peck, hardware. Commercial buildings, Com. street, Vermont Central Railroad Office, Liverpool Tavern, Old Countiyman's Inn, and Belfast tavern, Mullin's buildings, including F. Mullin's ship chandlery, Champlain and St. Lawrence Railroad Office.

The loss of property is variously estimated from £200,000 to £500,000, from a half to two-thirds of which will probably fall on the Insurance Companies. Probably from £50,000 to £60,000 of real property, and £200,000 to £250,000 of goods were consumed. Some of the heaviest stocks of Dry Goods in the city were consumed in the stores upon St. Paul street, and the loss of groceries, &c., in the Messrs. Ryans and the Customs' Warehouse must have been immense.

The following Insurance Offices have insured on properties destroyed, to the amount here stated:—

Phœnix, £37,873; Montreal, £19,150; Globe, £14,800; Mutual, £3,650; British American, £500; Quebec, £4,200; Equitable, £400; Royal Insurance Co., (about) £20,000; United States Office, £15,000.

The Magadalen Islands having been leased by Messrs. B. Wier and J. Fontana, from Captain J. T. Coffin, R. N., may, from their remarkably favorable position for prosecuting the Fisheries, be expected to experience the beneficial influence of enterprise, and thus arrive at a high degree of prosperity.—*Halifax Chron.*

A YACHT PRIZE WORTH SAILING FOR.—At the recent meeting of one of the London Yacht Clubs, the Secretary read a communication from the Russian Consul, announcing the great regatta of St. Petersburg for June 27, in which royal yachts of all nations are invited to contend for a prize of 850 guineas, the race to extend from Cronstadt round the Neva Island. The letter was expressive of the warmest desire from the St. Petersburg Imperial Yacht Club, that gentlemen of the Royal Thames Yacht Club would honor them by entering the lists. The distance to be sailed is 160 nautical miles.

The London Times says that the lighting and ventilating of the new House of Commons is yet an unsolved problem. Members cannot stay in it more than three hours, strangers sneeze all the time they intended to devote to amusement, while all the reporters, notwithstanding every precaution, have caught severe colds, and been nearly killed.

From Lake Superior.—The Lake Superior News of the 22d says, that all the copper mines and the iron mountain mines have been, and are still, quite successful. Great excitement prevails in the region round Lanse Bay in consequence of the recent discovery there of an extensive bed of coal.

NEW YORK, June 8.—On the 3d instant, three fugitive slaves, on their way from Kentucky to Canada, were arrested at Detroit. The sheriff made the arrest by orders received by telegraph from Toledo. The fugitives were taken to jail, but while under examination they made a sudden onset upon the jailor, knocked him down, and made their escape into the street. The report of their arrest having been circulated in the city, a number of highly excited colored people had assembled in front of the jail, and now rendered unavailing all efforts to recapture the three men. The latter were by them immediately hurried off to the river, placed in a boat, and by eleven o'clock were safely landed in Canada, beyond the power of the pursuers.

RETURN OF KOSSUTH TO NEW YORK.—The Hungarian hero and statesman, the indefatigable and eloquent Kossuth, after six months of wandering, in which he has visited a large part of the western, south-western and eastern portion of the United States, has returned to the city where he first landed on American soil. He is stopping at the Irving House, where he will remain until he leaves this country for Europe. Some of his companions will embark on the 16th of this month, but he will himself remain a few days longer, to arrange his affairs, and perhaps to meet his mother and sisters, who are reported to be on their way hither, but it is not probable that he will speak in public again, unless it be to make a farewell address to the American people.—*N. Y. Even. Post.*

BANGOR, Me., June 9.—We have just received intelligence of a great fire at Houlton, Me., on Monday morning, which destroyed the store-house and lumber-yard of Rufus Mason; also several other houses and barns belonging to the Kelleran estates. The loss is estimated at from $12,000 to $15,000.

CINCINNATI, June 9.—The Cholera has broken out in Maysville, Ky. Since Saturday week there have been 26 cases and 20 deaths. Among the deaths are Mrs. Rusk and three daughters, two other children of the same parents are not expected to recover.

A NATURAL WONDER.—Col. Alvah Mann, well known as formerly of the firm of Welch & Mann, circus proprietors, has on exhibition one of the rarest specimens of nature's freaks that has ever been seen, or of which we have any record in history. It is that of a *living snake* in the eye of a *living horse*. The snake is about four inches in length, and is constantly in motion, as if making an effort to free itself from its optical imprisonment. Gentlemen who have witnessed it in New York pronounce it the crowning wonder of fantastic nature. The horse has been purchased by an English gentleman, to go to the Zoological Gardens, London. The snake made its appearance in the eye about four months since.—*Gleason's Pic. Companion.*

There are three hundred and fifty-one lighthouses on the coast of the United States. In 1789, there were but eight, and in 1820, only fifty-five.

PRESENTATION TO THE REV. ROBERT IRVINE.

On Sabbath, the 13th inst., the members of Mr. Irvine's Bible Class, about 130 in number, assembled in the basement of the St. John's Presbyterian Church, for the purpose of presenting him with a farewell address, previous to his departure for Toronto, to which City he has received a call. After the address, which occupied about an hour, and was listened to with deep emotion and tears by the young persons whom he has had under his spiritual care for eight years, they presented him with a splendid copy of the Imperial BIBLE. The following are the Address and Reply:—

TO THE REV. ROBERT IRVINE.

REV. AND DEAR SIR.—We, the members of your Bible Class, cannot allow this opportunity to pass without once more testifying our heartfelt gratitude for the inestimable blessings you have been instrumental in conferring upon us, by your unwearied and devoted attention to our spiritual welfare.

As a proof of the bond of affection which has existed between us during your incumbency in this charge, and as a pledge of our unaffected attachment to your person for your Master's sake, we beg you will accept of this Bible; and as it has been the basis of that course of instruction through which you have led us, may it be the Guiding Star of your future path through life.

In presenting to you this expression of our sincere and deep-seated attachment, we beg to assure you that we speak the sentiments of thousands, when we say that in your departure from among us, we, as a portion of the Presbyterian community, scattered throughout this Province, sustain an irreparable loss.

In whatever portion of your Master's Vineyard you may be called to labour, our best wishes will follow you.

You, Reverend Sir have, and shall still have a hold on our affections, which no vicissitude in the affairs of human life will ever be able to eradicate.

Praying that every blessing which the Almighty, "the giver of all good," can bestow, may rest on you, as a minister and a man, on your amiable and beloved partner, and your little ones,

We are, Rev. and Dear Sir,
Your's in the bonds of Christian affection.

JAMES BURRELL,
On behalf of the Bible Class.

St. John, June 13th, 1852.

MR IRVINE'S REPLY.

MY DEAR YOUNG FRIENDS.—I accept with sincere thankfulness your handsome and valuable gift, an appropriate sequel to others heretofore gratuitously bestowed.

My labours among you for eight years, I only refer to as an expression of the interest which I have always felt in that portion of my flock of which you form an important part, and my deep regret in parting with you is that I have been able to do so little for your spiritual weal.

The happiest hours of my life have been spent in this room. In the morning of the Lord's day I have been gladdened by seeing so many of you engaged under Mr. Kedey, the devoted and indefatigable Superintendent of your Sabbath School, a man who has a deservedly high place in all our hearts, and in the evening by meeting you, while with eagerness you have listened to the instructions imparted from this *Rostrum*.

Your respect for me as a minister and a man I know to be "sincere and deep-seated," and the only pledge I ask from you of its continuance is, that you will remain united in affection, one to another, and united individually to the Sabbath School and Congregation in which we have so long and so harmoniously laboured together.

Your prayers for my wife and family, as well as for my future usefulness I highly esteem, and beg to assure you, that next to my family you hold the highest place in my affections, and wherever God may order my lot, I am persuaded, my memory will still turn to the many pleasing and profitable hours I have spent among you.

In conclusion, I beg to add that as we now bid each other *adieu*, my sincere prayer to God is, that you and I may be preserved by his grace and fitted for his Heavenly Kingdom; and now my dear young friends I "commend you to God and to the word of his grace, which is able to build you up and to give you an inheritance among all them that are sanctified."

Your very affectionate, and Faithful Minister,

R. IRVINE.

To Mr. JAMES BURRELL, on behalf of the Class.

MARRIED.

On Thursday evening the 10th inst., by the Rev. R. Cooney, Mr. Robert Nisbet, to Mary Jane, second daughter of Capt. Allan McLean, all of this City.

At Carleton, on the 9th instant, by the Rev. W. T. Cardy, Mr. Stephen H. Shaw, of Indian Town, to Miss Elizabeth Lee, of Carleton.

At All Saints Church, Loch Lomond, on Tuesday the 8th inst., by the Rev. W. Scovil, A. M., Mr. William A. Lockhart, of St. Martins, to Miss Susannah J. McClure, daughter of the late John McClure, Esq., of St. John.

On the 4th instant, at Trinity Church, Springfield, by the Rev. R. D. Palmer, Mr. Nelson A. Fairweather, to Miss Bridget McCambly, both of the Parish of Johnston, Queen's County.

On the 25th ult., by the Rev. W. A. Coleman, Mr. Charles W. Richardson, of Sackville, to Miss Ann Wry, of the same place.

At St. James' Church, Liverpool, on the 20th ult., by the Rev. H. Hampton, Peter M. Miller, Esq., to Agnes Christiana, only daughter of H. Eastman, Esq., of St. Stephens, New-Brunswick.

DIED.

On Sunday morning, after a short but severe illness, aged 52 years, Isabel, relict of the late Solomon Nichols, Esq.—☞ The funeral is postponed until further notice.

On Wednesday the 9th instant, Judith, relict of the late Mr. James Jordan, aged 84 years.

On Thursday morning, 10th inst., Mr. James Carleton, aged 31 years.

On Monday the 7th inst., John Sweeny, infant son of Mr. William McNamara, aged 4 months and 14 days.

On Saturday evening, Mr. George McElhany, aged 44 years, leaving a wife and seven daughters to lament their loss.

On Sunday evening, Henry, youngest son of Capt. I. S. Lawson, aged 7 months.

At Brombro, Hall, Cheshire, on the 20th ult., Margaret, wife of John Pollok, Esq., of this City, aged 34 years, much and deservedly regretted.

At St. Martins, on the 26th April, Mr. Abraham Bradshaw, aged 67 years, deeply regretted by a numerous circle of friends.

At Grand Lake, on the 12th ult., Mr. George McLean, in the 63d year of his age. He was highly esteemed by all who knew him, and has left a widow and thirteen children to mourn their loss.

At New Dublin, Nova-Scotia, on the 24th ult., in the 50th year of his age, the Rev. J. W. Weeks, Rector of the Parish of St. Peter, and for twenty years a Missionary of the Society for Propagating the Gospel in Foreign Parts.

At Cornwallis, on the 16th ult., in the 69th year of her age, Janet, widow of the late James Beckwith, Esq., Collector of Customs at Miramichi, and eldest daughter of the late Col. James Kerr.

PORT OF SAINT JOHN.

ARRIVED.

Wednesday—Brig Aden, Frizel, New York, 5—Crane & Co., flour.

Thursday—Ship Art Union, Stubbs, New-York, 4—J. Fairweather, flour.

Sutlej, Corkill, City Point, 11—Wm. Parks & Son, ballast.

Ship Falcon, Wade, New-York—N. S. DeMill, ballast.

William Vail, Wishart, Savannah, 10—D. & T. Vaughan, pitch pine timber.

Barque Dromahair, Pyne, New-York, 5—William Thomson, flour.

The Duke, Gould, New