unusually cold and wet and a dry bed for the sick or wounded was a luxury enjoyed by very few.

On the fourteenth the shells continued to fall in the city, but without doing any great mischief.

The Enniskilleners received intelligence on the fifteenth of this month, that Colonel Sutherland's force at Belturbet was daily increasing, as the Irish were flocking to him from all parts of the country, and that it was his intention to advance in a short time into the county of Fermanagh. Resolved to anticipate their attack, the Governor of Enniskillen ordered Colonel Loyd to take the field with the greatest strength of foot and horse which he could collect, and to march against Sutherland. In two days afterwards, Lloyd, with his little army, which Irish rumors had again swelled to the imaginary number of fifteen thousand, came to Maguire's bridge, half way between Enniskillen and Belturbet, from which a spy fled on his approach and informed Sutherland that all the forces of the Enniskillenners were in full march to attack him. This officer had with him at Belturbet only two regiments of foot, a regiment of dragoons, and a few troops of horse. He had brought with him from Dublin spare arms for two regiments of new raised men that were every day coming to him, and he had provided some pieces of cannon and a great store of biscuit, wheat, flour, meal and other provisions for his army, intending to besiege Enniskillen. When the news of the approach of Lloyd was conveyed to him, he gave credit to the exaggerated account of the number of his opponents, and no longer considered it safe to remain in Belturbet. There was no place of strength there but the Church and the Grave-yard about it, the latter of which was but weakly fortified, and not large enough to contain the men he had with him. He therefore retreated towards Monaghan, intending, if pursued, to get under the shelter of the fort at Charlemont, and left a detachment of eighty dragoons, with about two hundred foot, under the command of Lieut.-Colonel Edward Scott, and some other officers, to defend themselves against the Enniskilleners in Belturbet. The next day happening to be remarkably wet, Lloyd's army could not march from their quarters, and so the retreat of Sutherland was effected without a pursuit but on the succeeding day, which proved fair, the Enniskillinners appeared before Belturbet. Colonel Lloyd advancing at the head of his men against the town, ordered Captain Robert Vaughan and Captain Hugh Galbraith with their troops of dragoons, on their forlorn hope. Within two miles of that town they were fired upon by a troop of dragoons, upon which they alighted from their horses and lined the ditches upon both sides of the road, which unusual manœuvre, together with the appearance of the main body of their army coming up at the moment, caused the Irish dragoons to retreat to Belturbet, where, with the rest of their party, they posted in and about the Church, and in the Archbishop of Dublin's house adjoining to it, and commanding them so from a range of windows in an upper story, that it appeared to be almost impossible for the assailants to stand within the range of their fire. But after two hours skirmishing, in which they proved themselves, as usual, but indifferent marksmen; and lost some of their numbers, they held out a white-flag for a treaty, and surrendered upon conditions that their lives should be spared, but that the common soldiers should be stripped of their red coats which was accordingly done. The officers were not included in this ignominious stipulation, and had all their money, under ten pounds each, left to them. The prisoners amounted in number to three hundred, including Colonel Scott, and thirteen other officers. Two hundred of the meanest of these prisoners were discharged next morning, the victors being unwilling to take the trouble of maintaining them, and the rest, with their officers, were brought to Enniskillen, together with about seven hundred musquets, a barrel and an half of gunpowder, eighty dragoon horses, with all the accoutrements belonging to them, about twenty horse-loads of biscuit, above fifty barrels of flour, one hundred barrels of wheat, some malt and other provisions, and as many red-coats as served two companies of men, who were in great want of such clothing. All this valuable plunder, except the horses, was conveyed by boats over Lough Erne to Enniskillen, where it was very acceptable, particularly the gunpowder, which was as much as the garrison had at that time remaining in their stores. This dispersion of an hostile force, with the seasonable supply of necessaries, was achieved without the loss of a man! The biscuit and flour yielded the garrison a supply of food which lasted till their harvest afforded them a new supply, and the arms were almost as necessary to the new raised companies, as the clothing had been.

Matters, however, wore a different aspect in Londonderry at this time, where a want of provisions began to be severely felt; it was in vain that the precaution had been taken of salting and barrelling the flesh of the horses killed in the second engagement at the Wind-mill hill, and that the garrison had for a considerable time before been put upon a short allowance of provisions; famine now stared them in the face, and many of them began to die of hunger. They were now reduced to such straits, that when they could find a horse grazing near the Wind-mill, they would kill and eat him; and when they saw the fleet this day (the thirtieth) remain below Culmore, without an attempt to come up, it cast a cold damp on their too confident hopes. This fleet was under the command of Major-General Kirk, a man not likely to go much out of his way for the purpose of diminishing the sum of human misery. It consisted of thirty sail, with a reinforcement of five thousand men, and a supply of provisions. The besieged made the usual demonstrations of joy on the appearance of relief, but they were not returned. The works erected on each side of the river deterred Kirk from endeavouring to bring the fleet to its destination. Signals of distress were in vain made from the steeple. Kirk, on seeing the enemy draw their cannon to the water side, sailed out of the mouth of the harbour, and left the men of Derry in despair. The consternation of the besieging army on the appearance of this fleet, formed a strong contrast with the feelings which prevailed among the besieged. The Irish were observed, on the first appearance of the fleet, to be in great agitation, pulling down their tents, changing their red coats for other clothing, and many of them actually running away; but their terror subsided when they saw Kirk, disregarding the advantage of wind and tide, sail out of the river and withdraw the terrific vision from their sight. The boom, which was afterwards thrown across the river, had not at this time been completed, and had this unfeeling man remained, even where he was for the night, the enemy's camp would, in all probability, have been deserted before morning, and six weeks of intense suffering might have been saved the defenders of the city.

He did not, however, abandon his purpose; he turned round with his fleet into Lough Swilly, and fortified the island of Inch, which was well situated for holding a correspondence both with Derry and Enniskillen. Immediately after the disappearance of Kirk's fleet the Irish began to make a boom across the river from Charles-fort to Brook-hall, which was directly opposite to it. The first boom was made of oaken beams, bound together with iron chains and strong cables twisted about them. They were employed for an entire week in drawing timber and other materials, but when they thought they had their work completed it was found as useless as Robinson Crusoe's dry-land boat, for although it was near enough the water to be launched, it would not float, and was soon broken by the spring tides. After this they made another of lighter material, which appeared to answer their purpose much better, till it was tried by the Mountjoy of Derry. It was fastened at one end through the arch in the bridge at the other by a huge piece of timber, the larger end of which was sunk in the ground, and fortified by heavy stone work. The account of this boom, brought into the city by prisoners, with the usual exaggerations, created great alarm and uneasiness there; hope was rapidly disappearing, while abortive efforts were incessantly made by signs from the steeple to the ships, and back from them again, to communicate or acquire intelligence of what was to be expected at this trying crisis.

On Sunday the sixteenth, the bells of the cathedral rung a peal of joy on the discovery of twenty sail of ships in the direction of Coleraine. Three rounds of cannon were fired from the walls, and answered from the vessels at sea. At the same time Governor Walker very prudently proposed to the garrison to accept a ransom of five hundred for the wounded and worthless body of Colonel Talbot, commonly called Wicked Will Talbot. A council as held to decide on this offer, in the bed-chamber of Governor Baker, who had taken his last sickness at this time, but the garrison had such a rooted hatred to Tyrconnel, that they used most violent threats against any one who should attempt to liberate his relative on any terms, and burned the bier which had been sent for the dying man, Baker's utmost efforts were scarcely able to restrain their fury on this occasion, and they treated Walker not only with disrespect, but menaces. They afterwards made no opposition to an offer made by the Governors to release this prisoner on condition that the enemy would permit a man to go to the ships with a message from them, and be allowed to return to the city, but this, which might probably have been accomplished for one half of the sum which had been offered as a ransom for Talbot, was refused. Talbot's death, in a short time, proved that Walker's advice ought to have been taken.

On the morning after the refusal of the ransom for this prisoner, the rabble of the garrison, whose indiscretion seemed to increase as their dangers multiplied, assuming the government of the city, in a freak, put Lord Netterville, Sir Garret Aylmer, Mr. Newcomen, John Buchanan, Bryan M'Laughlin, and all the prisoners except Talbot, into Newgate. They then went about the city, taking meal and whatever they could get, without respect to persons or property. In the evening of the same day this capricious mob released Sir Garret Aylmer and Mr. Newcomen; and the others on the following day.

About this time, fever, dysentery, and other diseases became very general, and a great mortality existed among the garrison and inhabitants of the city: in one day no less than fifteen commissioned officers died.

Famine now approaching, Alex. Watson, Captain of the gunners, who, for the most part had houses in the city, was ordered with his men to make a diligent search for provisions, which they did with good effect, for digging up cellars and other places, they found a very considerable quantity of meal and other articles of food which had been buried by persons who had died or left the city. Many also, who had secret stores, came voluntarily with their stock of provisions to the public receptacle for them, by which means the garrison was furnished with bread nearly to the end of the siege, though the allowance was little. On the fifteenth of this month the allowance to each company, consisting of sixty men, was half a barrel of barley, and sixty pounds of meal.

The besieged now sent many a longing look towards the ships; and building an eight oared boat, sent it out well manned to attempt a passage down the harbor, with an account of their miserable state. The adventurers went off with the prayers and blessings of the anxious multitude, but finding it impossible to proceed on their destination through the shower of balls fired at them from each side of the water, they returned to their disappointed friends.

The iron bullets hitherto used by the defenders of the city, being now almost spent, the want of them was first supplied by leaden bullets, in the heart of each of which were pieces of burned brick, and in a little time several balls were made of rounded stones.

On the eighteenth of June, James being in severe want of money, began to issue vast quantities of coin, made current by a proclamation at a rate utterly disproportioned to its intrinsic value. The metal of which it was made was the very worst kind of brass; old guns, and the refuse of the basest metals, were melted down to make it. The brazier's shops were first ransacked, and then the kitchens of the metropolis were pillaged of their brass pots, skillets, and boilers. All the brass that could be collected in the houses was brought to the Mint, and scarcely a single copper was left upon a hall door in Dublin. The workmen rated this metal at three or four pence a pound, and when it was coined, three or four pence were metamorphosed into three pounds. In this way all the government payments were made, and the Protestants were compelled to take it in exchange for their goods, while they were obliged to make all their payments in gold or silver, by which they were defrauded of about sixty thousand pounds a month from this time to the victory at the Boyne. None of the brass money, however, was imposed upon the men of Londonderry and Enniskillen; the metal they received from their enemies, they repaid with interest in the same coin.

On the eighteenth day of this month, the Mareschal-General Conrad De Rosen arrived at the Irish camp, with a reinforcement of fifteen hundred men. He expressed his utter contempt for the city as soon as he looked at it, declared he could make his men bring it to him stone by stone, and impiously swore by the belly of God, that he would demolish it and bury its defenders in the ruins. But this vapouring had as little weight here as this vain Frenchman's promises, of which he was remarkably profuse, and the first order issued after this accession of strength to the enemy, was, that NO MAN, ON PAIN OF DEATH, SHOULD SPEAK OF SURRENDERING THE CITY!

Governor Baker grew so very ill at this time that he found it necessary to depute Colonel Mitchelburn to be joint Governor with the Rev. Geo. Walker, during his sickness, that when one commanded in sallies, the other might take care of the city, and if one should fail, the place might not be kept without a Governor, and put to the hazard of being divided by an election. During the evening of the eighteenth, the mob of the city pulled down the remainder of the market-house, carrying off the timber for fuel, which had become scarce at this time; and during the night, Colonel Murray, with Captains Noble, Dunbar, and Holmes, with two Lieutenants, one Wrake, and Alexander Poke, a gunner, went up the river in the new boat, on pretence of plundering the fish-houses on the island, but with the real design to land two messengers in a wood four miles from the city, to go to Enniskillen with an account of their distressed situation. When they had got some little distance towards their destination, the enemy fired on them from both sides of the shore, and when they arrived at Donnelong wood, where they intended to land the messengers, the boys were so terrified that they would not venture ashore, and the design was frustrated. The morning in the mean time began to dawn, when Murray and his party discovered two large boats behind them, manned with dragoons, advancing to cut off their retreat. A sharp conflict ensued, and after the ammunition on both sides was spent, one of the boats attempting to board the Derry-men, "caught a tartar," as Mackenzie expresses it, for those whom they would have thus overpowered, rushed into their assailant's vessel, beat some of the crew into the water, killed three or four others, with two of their Lieutenants, upon which the remainder threw down their arms and begged for quarter. Thirteen prisoners were taken in this boat. The enemy in the other, seeing the fate of their companions, retreated with all the haste they could, while the victors carried their prisoners and some small plunder to the city. The enemy fired upon them from both sides of the river as they passed down, and yet such was the inaccuracy with which they and the dragoons in the boats levelled their pieces, that no other injury was done than the infliction of a slight contusion on Colonel Murray's head, and the wounding of one man. Encouraged by this success, the party in the Derry-boat, after landing their prisoners near the city, and delivering them to the guards, returned to attack a detachment of the Irish in Tamneymore, who were at this time drawing off one of their cannon, but they fled on the approach of the boat, leaving the gun behind them, and were followed nearly to the top of the hill, when the pursuers perceiving a strong party advancing to intercept them, turned back, and with difficulty got into their boat. This day a regiment of the Irish horse came from Muff and drew up in a body near Rossdony. Three pieces of cannon were fired at them from the bulwark above Ferry-gate, which were supposed to have done some execution, and caused them to retreat by the road which they came.

To be Continued.

The Chronicle.

Saint John, September 30, 1853.

The bombastic vanity so frequently displayed by our American neighbours, is amusing enough; and did it merely excite them to self-laudation and egotism, it would only serve as matter of merriment for the lookers-on. But unfortunately, this inordinate vanity is sometimes coupled with mischievous assumption, and induces them, nationally or individually, to play very dangerous pranks, unjustifiable on their part, and annoying or even injurious to the objects of them. Let but the American people, or an American citizen, imagine that they *can* do a thing, or that it will be to their benefit to do it, and they forthwith set about it, with very little regard to the principle of *meum et tuum*, to the rights of nations or of individuals, or to any abstract question of morality or policy. The sympathisers in the Canadian Rebellion of 1838, the piratical invaders of Cuba, the plunderers of our Provincial fisheries, and various other such specimens, might be cited in support of our position. One of the latest freaks of American assumption was of a very remarkable nature, and strikingly illustrates this republican mode of rash demonstration, wholly regardless of public policy or national rights; while the manner in which the reckless daring of an individual has been glorified and exulted in by a large portion of the American press and people, plainly evinces the deficiency in moral and political rectitude, which characterises the masses in the great republic. When the Austrian authorities captured Koszta in Asia Minor, they acted under the impression, that that individual, being an Austrian subject, was amenable to the laws and authorities of his country. Whether they acted rightly or not, in seizing him on Turkish territory, was a question wholly between the Ottoman and Austrian Governments; and if the latter had wrongfully violated the territory of the former, it was to the Porte alone that she was answerable. Whether M. Koszta were or were not guilty of treason or other offences against Austria, was a question solely affecting him and his own country; but if charged with any such offence, he was amenable to the laws of his country, and could be tried by no other authority. In either case, neither the American nor any other foreign Government had any right to interfere between the Austrian authorities and the Austrian subject. Nothing could have given them such aright, but a direct request from the *Turkish* powers, to assist in preventing *a violation of Turkish territory*. When, therefore, Captain Ingraham so quizotically interposed an American man-of-war in the dispute, and threatened the Austrian vessel with violence, he rashly violated the laws of nations, and mixed his own Government up in a quarrel in which she had no concern. The mere fact of Koszta having for a short time *resided* in the United States, as a refugee from his own country, or of his having an American passport in his possession, could not constitute him an American citizen, nor deprive him of his original nationality or allegiance. Whenever he returned within the jurisdiction of his own country, he became amenable to its laws; and although his seizure in another foreign state could not be justified, it was not the American Government or people that had any right to interfere.

To become an American Citizen, and thereby to become entitled to the protection and assistance of the American Government, in other parts of the world, the individual must undergo a certain legal process of naturalization; and without such naturalization, no such relation of citizenship exists between the individual and the Government of the United States. M. Koszta was not so naturalized, and was therefore not an American citizen. It is not, therefore, surprising, that the Russian, Prussian, and Austrian Powers have, as it is generally rumoured, unitedly protested against the unjustifiable conduct of Captain Ingraham; nor would it be at all remarkable if, as is also positively asserted, England and France have declared their acquiescence in such protest.

European Governments do not allow the doctrine of a repudiation of allegiance: the Constitutions of European countries generally insist on the permanence of that allegiance, and will always assert it whenever circumstances require it. Although, we believe, that some European Governments will allow actual *naturalization* in the United States to change the nationality of an individual; yet none of them will recognize any such change by any shorter or inferior agency; and the invariable doctrine of Great Britain is "once a subject, always a subject." England will never relinquish the allegiance of one of her natural born subjects, nor recognise the right of any nation to deprive her of their original nationality. The laws and institutions of the United States, however powerfully influential in other respects, cannot abrogate or alter the venerable laws and constitutions of other countries, which existed ages and centuries before her nationality came into being; and it is therefore by no means surprising, that the old nations of Europe combine in protesting against a violation of their constitutional rights, and of the general law of nations. The American journals vapour and fume very amusingly on the subject of this very natural protest; but they may be assured that their hero has in his fiery rashness made a mistake, which all their glorification cannot justify.

The "Tropical Times."—We have been furnished by Captain Churchill, of the Barque *Elizabeth*, with several copies of the *Tropical Times*, and some theatrical handbills, which were printed on board that vessel during a voyage from Bristol to Australia, with passengers. Besides original correspondence, it contains several advertisements,—French Teaching, Steward's Private Stores, Fashionable Hair Cutting, &c. This, we believe, is the first attempt yet made to print a periodical on board a merchant vessel, and must have contributed greatly to amuse the passengers, and wile away the time during so long a voyage. The printing press was made on board the vessel.

☞ The ship *Recovery* arrived at Shediac harbor on Tuesday last, with materials for the European and North American Railroad. This makes the third vessel which has arrived there similarly laden.—A large number of men are employed on that portion of the line between Shediac and the Bend, grubbing and grading for the sleepers.

Conversions from Presbyterianism.—We learn from the *Scottish Ecclesiastical Journal* for August, that at St. Mary's Church, Glasgow, on the 28th July last, where the Right Rev. the Bishop of Glasgow and Galloway held an Ordination, "At the conclusion of morning prayer, the Rev. J. F. S. Gordon, of St. Andrew's, Glasgow, presented for *Confirmation* (the Rev.) Ebenezer Renny, M.A., a recent convert from Presbyterianism, who has for *thirty years* served as a Minister of that denomination. As Mr. Renny could not conscientiously adhere any longer to the doctrines set forth in the 'Confession of Faith,' nor act as a minister in the body, he resigned his connexion with it to Mr. Dimmer, the Presbytery Clerk of Linlithgow. Mr. Renny is spoken of in terms of high commendation by all who know him."

The same journal also informs us, that on Saturday the 31st July, the Right Rev. the Bishop of St. Andrews, Dunkeld and Dunblane, administered the rite of Confirmation in St. Peter's Church, Kirkcaldy, to 22 candidates, *of whom ten had been Presbyterians.*

A strong easterly gale has been blowing in this vicinity since Wednesday night, with rain. The Steamer *Admiral* was detained, in consequence, at Eastport, and the *Maid of Erin*, for Windsor, was obliged to put back. A number of fences have been blown down, and slates, bricks, &c. from the tops of houses, were flying plentifully about the streets yesterday—fortunately without inflicting personal injury. Several vessels in the Harbour dragged their anchors, running foul of each other, with slight damage; and we learn that the large ship-house, lately erected by the Messrs. Wright at Courtenay Bay, was blown down. The gale is now moderating, and the rain appears to have ceased, with a prospect of clearing up.

On Friday night last, Mr. Thos. W. Rainsford, the young gentleman who was so severely injured by the accident at the ball-room on the 14th, departed this life, after nine days of lingering misery. We are informed, that the concussion of the brain was so violent, that the unfortunate young man never spoke from the moment of the accident to that of his death. We believe that an inquest was held on the remains on Saturday, and a verdict of *Accidental Death* returned; but as no particulars have been communicated to the public press, we mention this merely as a rumor. The body of the lamented deceased was conveyed to Fredericton, by steamer, on Saturday night last, for interment in the family burial place at Kingsclear.

New Paper.—We have received the Prospectus of a newspaper, to be published weekly in this City, commencing on Wednesday, 7th December next. It is to be entitled *The Saint John Free Press*, edited by Mr. James Porter, and printed by Messrs. J. & A. M'Millan. Price 12s. 6d. per annum.

Fatal Accident.—About 10 o'clock last night, as two of the crew belonging to the ship *Elizabeth*, lying at Rankin's wharf, were going on board that vessel, one of them, named William Knight, fell between the vessel and the wharf, and was unfortunately drowned. His body was recovered this morning.—Deceased was a native of Bristol, England, and was a young man of steady habits and attentive to his duties. He had performed a circuit round the world in the above vessel, and unfortunately met with a sudden death, when he was anticipating rest and safety on shore.

☞ The editor of the St. Andrews *Standard* is informed, that we stated not a word respecting the *Montreal and Portland* railroad; but we *did* speak of the St. Andrews and Quebec line. And again we reiterate our belief, that the construction of the European and N. A. line will be the means of pushing, at an earlier period, the Saint Andrews road to Quebec, than that event would be otherwise likely to happen.—Can you understand that, Mr. Standard? It is to be hoped you can, for really it is too bad to be compelled to write articles for your edification, and be obliged afterwards to furnish you with eyes to see, and brains to comprehend plain English!

Your former statement is *not* "strictly true," as your extracts from the *Reporter* plainly inform you.

Ship Building at Bath.—Twelve ships are at present on the stocks at Bath, (State of Maine,) the total tonnage of which is 11,000. These are all near being completed; and it is stated that 15 others are to be constructed in the course of next winter, to be ready for spring operations.

Lord Stirling.—The Liverpool Mercury, on copying an article from the N. Y. Herald, intimating that if the claims of Lord Stirling to the Nova Scotia Fishery ground, should not be recognized by the British government, a war might be the consequence, says:

"The New York Herald is a very gullible and bellicose journal. One would fancy before a man could transfer a right, he should possess it; but perhaps this is not necessary when there is a very eager desire to possess a thing. The fact, is however, that there is no such person as Lord Stirling in the British peerage. There may be an individual who claims that title; but even though he could legally establish his claim, he might as well assert a right to the waste lands and fisheries of the moon, as to those of Canda, Nova Scotia, New Brunswick, and Prince Edward's Island. There are insurmountable facts which would bar such a claim even by an undoubted lineal descendant of the first Earl of Stirling."

☞ Colonial party politics are remarkable for the factiousness and violence of politicians, the prevalence of demagoguism, the roughness and even brutality of the newspapers, the practice in carrying on public differences, of making war to the knife, and always striking at the heart. When colonists differ on such a point, for example, as the amount of a proposed import duty, or the direction of a road, both sides treat the question as if it was one of life and death; and instead of compromising their difference, or giving a quiet victory to the preponderating weight of votes or influence, they instantly set about tearing each other to pieces with tongue and pen, after the manner of the late Daniel O'Connel. A colonist who meddles with public matters should have a skin of impenetrable thickness.

Numerous invitations to the Jackson & Betts dinner have been issued; and the Committee are making extraordinary preparations to produce an entertainment which will tell at a distance. The dinner is to be furnished, under the superintendence of the Committee, by Mr. Lamb, the Music Hall Restaurateur; and the most costly wines have been provided—luscious champagne, golden sherry, crusty port, and krouttly claret.—*Quebec Chronicle.*

Longevity.—Of the crew of the ship Union Capt. Grafton Gardiner, which sailed on a whaling cruise from Nantucket on the 16th of August, in the year 1793, sixty years ago, the following persons are known to be living:—Stephen West, now of this city, John G. Fitch of East Vassalboro', Me., Barzillai Coffin of Nantucket, William Sherman of Baltimore, and Hezekiah Pinkham of Nantucket. The four veterans last named recently met at Nantucket, and doubtless fought their battles over again, raising their canes to show how whales were won. Each of the gentlemen named was before the mast, and each of them subsequently rose to be a successful commander, passing a long life in virtue and industry, and attaining, with a green old age, the good wishes and respect of the community.

It may be noticed as exhibiting the "difference 'twixt now and then," that the Union was absent upon her cruise for ten months, during which time she did not once anchor, nor see land until she sighted Cape Augustine upon her return with a full cargo of 1280 barrels of oil.—*New Bedford Mercury.*

☞ For the quarter ending Aug. 31, the Androscoggin and Kennebec Railroad earned $16,033 81, an increase of $6764 11 over the same period in 1852. The whole bonded debt of this company is $1,0[illegible]5,000.

Jubilee Fund.—To this Fund the following additions have been lately received:—

From Rev. Mr. Henderson, of Newcastle, The collection made by his Church at Red Bank,	£4 5 6
From Rev. A. Donald of Norton, Collections made at Salt Springs and English Settlement, King's County,	1 6 3
From Rev. G. M. Armstrong, of this city, Contributions collected by Miss Cecelia Kinnear, from her young friends,	1 10 0
And by Miss Emma Robillard, from her young friends,	1 0 0

☞ The attention, of the Friends of the Bible Society is called to the Jubilee Advertisement, in another column.

Another Railroad Collison.—The up morning train on the New York Central Railroad, was run into at the depot in Oneida, on Friday morning, by a freight train. The passenger cars were smashed and several badly injured; one man, named Buckly Thacher, of Medway, Ohio, was instantly killed; Patrick Wall, of Manchester, Vt., had both his thighs broken, and his brother was severely injured, John Vauhan, of Syracuse, had both thighs fractured; Edward Jowett, of New Haven, was badly hurt. The express train is said to have been behind time.

☞ The wheat production of Ohio is estimated to average 25,000,000 per annum, of which 13,000,000 are surplus. It is said that only about one-fifth of the land in the State is under cultivation. While some of the premium crops exceed 50 bushels to the acre, the average yield of the State will not exceed 16 bushels.

The Montreal *True Witness* says:—Arrests for Ribbonism have been very frequent of late in Ireland. A man named Garrett Farrell, lately convicted, has turned informer, and through him it is said, the government authorities are in full possession of all the secrets of the society, which they are determined to suppress. Every Catholic, and every friend of Ireland, will rejoice to hear of the total breaking up of these secret, and therefore anti-Catholic associations.

Capt. Hutchins, of the Cunard screw steamer *Andes*, which arrived at New York from Liverpool, was so badly injured during a gale on the 10th inst., that he died on the 17th and was buried at sea. Mr. Maxwell, second mate of the ship, was lost overboard in the gale.

Tremendous Fire in Brooklyn.—The Oil and Candle factory of Johnson, Sanford & Co., in Gold street, Brooklyn, was burnt on the 21st instant, with all the stock and fixtures. Loss estimated at from $130,000 to 150,000. Insured for $90,000 in New York offices. Curtis & Mitchell's Oil factory nearly opposite, was somewhat damaged and three wooden dwelling houses were also burnt.

☞ Mrs. Harriet Beecher Stowe arrived at New York on Sunday last in the Steamer Arctic from Liverpool.

A Mammoth Enterprise.—The books of the New York and Pacific Railroad were opened at the Metropolitan Hotel, New York city, on Thursday last. Page, Bacon & Co., of St. Louis, and Erastus Corning, of Albany, have each subscribed $100,000. Others follow rapidly in smaller subscriptions, and the project meets with general favor among the influential and wealthy citizens of New York and other States through which road is to pass. The entire cost is estimated at $64,500,000! The Company have a charter from the Legislature of New York. This is truly a mammoth enterprise. The route which they favor is the one pointed out and preferred by Senator Rusk of Texas, who in connection with Mr. Clark and the late Gov. Paine of Vermont, has been engaged in surveying the line from the boundry of Louisiana to El Paso on the Rio Grande. The surveys have already shown a perfectly practicable line from St. Louis southwest through Missouri and Arkansas to Marshall near the northern boundary of Texas, where a railroad direct from New Orleans is to intersect and unite with it. From this place to Elpaso the distance is 600 miles, and from thence 800 miles more to the fine port of San Diego on the Pacific. The Missouri part of this line has already been commenced under good auspices, and the state has secured a large donation of lands from the Congress in aid of its construction. Four millions of acres have also been granted to Arkansas which can be applied to that part of the line which is to traverse that State. Texas, still more lavish of her public domain, has granted 30,000 acres per mile to various railroad companies who have expressed their entire willingness to fall into line and make common cause with the New York company in constructing the line from Marshall to El Paso. From El Paso westward some help will be required from the national government

Percussion Caps Superseded.—A new composition has lately been invented by Messrs. Winiwartier & Gersheim, of Vienna for the purpose of superseding the ordinary percussion caps, and, in many instances, the gunpowder charge also. The most prominent features of these gun primers, as the composition is called, are the absence of a metallic coat or cover, and their uniform explosive power, the materials being of such a nature that, after a detonation, no residue whatever is left behind. The materials which form the new composition are fulminating mercury, chlorate of potash, and sulphide of antimony, the dangerous properties of which ingredients are diminished by the application of collodion, which is used as a cement, and it is the ingenious employment of this substance which constitutes the chief peculiarity of the invention.—*Scientific American.*

☞ We have no account of the steamer being at Halifax up to the time of our going to press. The wires are down between here and Halifax, and also to Fredericton; the gale of yesterday, probably, having prostrated some of the posts.

Wistar's Balsam of Wild Cherry,
was introduced in the year 1838, and has been well tested in all the complaints for which it is recommended. For ten years it has proved more efficacious as a remedy for coughs, colds, influenza, bronchitis, asthma, and consumption, in its incipient stages, than any other medicine.

What time establishes and consecrates, what experience adopts and confirms, what all men in all places unite in saying is good and valuable, is so, no doubt. A popularity of this sort fixes in society its roots so deep and so strong, that time cannot destroy it. The success which has attended this medicine for several years past, has overcome the prejudices of all reasonable men, and the article has taken a stand among the first class of discoveries and blessings of the age; and when resorted to in season, eradicates the disease for which it is recommended.

[From the Boston Evening Traveller.]

It is perhaps but an act of justice to the proprietors of Wistar's Balsam of Wild Cherry for us to say that our personal experience in the use of this article has impressed us most favourably. One of the proprietors of the Traveller was entirely cured of a severe cough of four months continuance, by the use of this Balsam; and several of our friends and acquaintances who have tried the article, have found it of great service in relieving them of severe coughs and shortness of breathing, with which they had been afflicted.

Originally prepared by Williams & Co., Philadelphia, now prepared and sold wholesale and retail by S. W. FOWLE, Boston.

S. L. TILLEY, Agent for St. John, N. B.

None genuine, unless signed I. BUTTS on the wrapper.—Price one dollar per bottle, or six bottles for five dollars.

CITY CUSTOM.

JAMES GARRETT & CO., would call the attention of their City Customers to a lot of French Satins and Silk Vestings, superior to anything of that description of goods heretofore offered for sale in this market. They will be made to measure at from 30s. to 35s.

☞ *Holloway's Ointment and Pills again Successful in the Cure of a Bad Leg.*—Extract of a letter from Mr. Brotherton, of Stangrat, near Bootle, January 15th, 1853.—"To professor Holloway.—Sir—After my wife's confinement in 1848, she caught a severe cold, which settled in her right leg and foot, causing it to swell to an alarming size, ultimately forming into about twenty wounds, or ulcers, presenting a more fearful appearance. The pain she endured was almost insupportable, and the treatment of her medical attendants did no good whatever. She therefore resolved to give your Pills and Ointment a trial, and I am happy to say they have effected a perfect cure."

☞ Daguerrean Likenesses.—The Public are invited to an inspection of Mr. Nelson's specimens at his rooms, Prince Wm. street, near the Custom House.

Married.

On Thursday evening, by the Rev. Dr. I. W. D. Gray, Rector of the Parish of Trinity, Mr. John Chapman, of the Parish of St. Martins, to Miss Jane Black, second daughter of Mr. William Black, of the same place.

On the 22 inst., by the Rev. A. M'Leod Stavely, Mr. Andrew Russell, to Anna, daughter of Mr. Andrew Stewart, all of this City.

On the 24th inst., by W. W. Eaton, Mr. John Mercer, and Miss Maria Wesley Dodge, both of this City.

On the 27th inst., by the Rev. Samuel Robinson, Mr. Carleton Cottle, of Gagetown to Miss Elizabeth Ann, fourth daughter of Mr. David Belding, of the Parish of Lancaster.

At Kingston, (K. C.) on the 15th inst., by the Rev. W. E. Scovil, Mr. Robert Pierce, Merchant, Fredericton, to Miss Fanny L., daughter of John Brittain, Esq.

On the 12th inst., by the Rev. Mr. Neales, Mr. Joseph Burt, of Fredericton, to Miss Mary Wathen, of Richibucto.

On the 2d inst., by the Rev. P. Churchill, Mr. Samuel Nixon, of Wisconsin, (U. S.) to Hannah, youngest daughter of Mr. Robert Macklin, of St. Mary's.

On the 14th inst., by the Rev. Mr. Stirling, Mr. Henry Hanson, to Miss Lavinia Brewer, both of Douglas.

On the 14th inst., by the Rev. J. D. Casewell, Mr. Robert A. Reed, of Fredericton, to Miss Catherine Louisa Mitchell, of Lincoln.

On the 19th inst., by the same, Mr. Joseph D. Milberry, of Carleton, (City St. John) to Miss Elizabeth Carson, of Fredericton.

Died.

On Tuesday morning Elizabeth, wife of Mr. John Turnbull, and fourth daughter of Mr. John Moore, aged 21 years.

On Tuesday, Susan Forbes, aged seven months, infant daughter of Mr. Thomas Hanford.

On Sunday last, Samuel Green Barr, infant son of Mr. Henry Leavitt, aged eleven months and twelve days.

On Friday, William Drake, second son of Capt. John Lawrence, after a short and severe illness, aged ten years.

At the residence of Mrs. Doherty, Dorchester street, James McGowan, aged 2 years, eldest son of Dennis McGowan, Esq., M. D., of Boston.

On Friday afternoon, after a short illness, Madeline Ann, eldest child of Hugh Chisholm, aged four years and two months.

On Saturday morning, at the residence of Mrs. Charles J. Peters, in this City, Mr. Thomas Rainsford, aged 21 years, second son of H. B. Rainsford, Esq., County of York.

On Monday morning Edmund M., aged 13 months, youngest son of Mr. John Henneberry, Indian Town.

On Tuesday, Honora, aged 7 months, youngest daughter of Mr. Cornelius Doherty.

This morning, John Nimick, aged 2 years and 2 months, son of Mr. John M'Afee. Funeral to-morrow afternoon, at 3 o'clock.

On Friday morning, Sarah Jane, only daughter of James and Mary M'Gill, aged 1 year.

At Lakefield, yesterday morning, after a short illness, Lieut. Colonel Caleb Wetmore, in the 86th year of his age. Funeral will take place to-morrow, Saturday, at 11 o'clock.

At Fredericton, on the 13th inst., Mrs. Charity Eager, in the 28th year of her age, deeply lamented by all who knew her.

On the 19th inst., deeply regretted by her acquaintances, Jane, wife of Mr. Pugh, of Douglas, York County, in the 70th year of her age.

On the 24th of August, at the residence of J. DeW. Spurr, Brikenhead, England, Kate, eldest daughter of the late Israel Allison, Esq., of Halifax.

Marine List.

PORT OF SAINT JOHN—Arrived.

Friday—Schr. Wm. Wallace, Hull, Alexandria, 14—J. & R. Reed, wheat.
Linnet Holder, Alexandria, 21—Eastabrooks & Ring, wheat.
Belle of Indian Town, Graham, Eastport, Henry Walsh, wine and clocks.
Saturday—Brigt. Oliver Frost, Smith, Boston,—G. Eaton, ballast.
Schr.—Hero, Knight, Boston, G. Eaton, do.
Steamer Eastern City, Winchester, Boston,—Waterhouse, Cross & Co., passengers, &c.
Sunday—Ship Lampedo, Cronk, Liverpool, 32—G. Thomas, general cargo.
Brigt. Kendall, Catherine, New York, 9—T. McHenry, assorted cargo
P. I. Nevius, Boddie, Alexandria—S. Hersey, wheat.
Schr. Harriott, Welch, Boston, 6—master, assorted cargo.
C. H. Dyer, Crossby, Portland—C. M. Gove, flour.
Monday—Ship Ireno, William, New York, 5—G. Thomas, ballast.
Fanny Giffney, Moody, Boston, 34 hours—W. Thomson, do.
Tuesday—Brig Velocity, Patten, Portland, 3—C. M'Lauchlan, ballast.
Schr Ottoman, Clifford, Searsport, 1—G. Eaton, ditto.
Lucinda Jane, Wall, Portland, 3—Waterhouse, Cross & Co, flour.
Wednesday—Brig Zebron, Boston, 4.

CLEARED.

23—Ship Matoaka, Wallace, Liverpool, deals, &c; Schr. Brunswick Lyon, Craft, Boston, boards and plank.
24th—Ship Elizabeth Bentley, Carr, Liverpool, timber, deals, &c; Brig Amanda, Crowell, Clyde, deals and scantling; Schr. Yankee Blade, Heagan, Boston, boards.
26—Ship Old Dominion, Sampson, Cork, deals; Western Continent, Higgins, Liverpool, do; Bee, Grant, Liverpool, timber and deals; Schr. Cuba, Kavanagh, Boston, boards and plank; Prince Le Boo, Conley, Boston.
27th—Brigt. Bream, Cameron, Antigua, fish & lumber; Schr. Granville, Greenwood, Sydney, ballast; A. F. Howe, Boston, boards and plank.
29th—Ship Magnet, Grundell, Liverpool, timber, &c; brigt Ariel, Stewart, Limerick, timber and deals.

The Ship Nova Scotia, before reported ashore on Mud Island, was towed to this port on Saturday night last, by the steamer Pilot.

Disaster.—The Brigt. Daniel Weld, Brown, master, of Cherryfield, Me., from Windsor, bound to a western port, in attempting to enter the harbour on Saturday night, during the gale, struck on the Foul Ground, and sunk near the Beacon. The Captain and crew had barely time to get into the boat before she went down, saving nothing but what they had on.

Disaster at Sea.—The American barque Saragossa, from Havana, bound for Cork, with a cargo of sugar, put into Halifax on Sunday morning last, dismasted, with seven feet water in her hold, having encountered a gale on the 9th inst., which carried away her masts and bulwarks, and washed one man overboard.

The British Barque Prince of Wales, Simpson, master, from Boston, for Richibucto, consigned to J. W. Holderness, Esq., and having freight for several of the merchants, was lost at White Head, Gut of Canso, on the 4th inst. Vessel a total wreck; part of cargo saved. An oscillating steam engine for Mr. Main's manufacturing establishment at Richibucto, was among the articles lost.

Notice to Mariners.—The superintendent of the coast survey gives the position of two important and dangerous shoals, lying off the eastern shore of Virginia, at the entrance into the Chesapeake Bay, and which are not laid down upon any existing map. The outer shoal lies E by S ½ S (true) distant seven nautical miles from Smith's Island light house, 3½ fathoms upon it at low tide, and 7 fathoms between it and the land. This shoal lies very nearly in the track of vessels bound in and out of Chesapeake Bay from and to the northward eastward.—The inner shoal lies S E by E (true) distant 4½ nautical miles from Smith's Island light house, with 17 feet upon it at low water and 5 fathoms between it and the land.—Smith's Island light house in lat 37 07 43 north, and lon 75 52 53 west.

REMOVAL.—The Subscriber would respectfully inform his friends and the public generally that he has removed his business to the new premises lately erected in Sydney street, nearly opposite the Roman Catholic Chapel.

August 8. WM. HAYWARD.