Corporation Law.

At a Common Council holden at the Council Chamber, on the 23d day of July, A. D. 1845.

Read and Enacted the following Law.

A Law to regulate the PUBLIC COACHES and other Carriages used as HACKNEYS within the City of Saint John.

WHEREAS much inconvenience arises to the public from the irregular manner in which Coaches, Carriages, and other Vehicles standing for hire, are drawn up on the Market Square, and it is deemed expedient that some regulations should be made for preventing the same:

I. *Be it Ordained by the Mayor, Aldermen and Commonalty of the City of Saint John, in Common Council convened*, That from and after the passing of this Law, the Stands for Coaches, Carriages, and other vehicles intended to be used as Hackneys, shall be in the centre of Kingstreet, eastward of a line drawn forty feet east from the east side of Prince William Street, and in such other place or places as the Mayor of the said City, or his Deputy for the time being, shall appoint, and that all such coaches, carriages, or other vehicles, as aforesaid, whilst waiting for employment, shall be drawn up in a single line on the said stands, with the horses' heads to the Eastward, leaving a sufficient space between each carriage or other vehicle for the convenient passage of foot passengers at all times; or they shall be drawn up in such other order or manner as the said Mayor, or his Deputy, shall direct and appoint; and if any coach, carriage, or other vehicle as aforesaid, whilst waiting for employment, shall be found standing upon any of the squares or streets within this city, other than on the regular stands appointed therefor as aforesaid, or in any other manner than is hereby directed, the owner or driver thereof shall for each and every offence forfeit and pay the sum of Ten Shillings.

II. *And be it ordained*, That the Mayor of the said City, or his Deputy, shall have full power to grant Licenses under his hand and seal, to such and so many persons, being Freemen of and residents within the said city, as he may see fit, to keep and drive carriages, coaches, or other vehicles to be used as hackneys, within the said city; provided always, that no person shall drive or cause to be driven more than one carriage, under the same License, at the same time, and such licenses at his will and pleasure to revoke and annul; and that every License so granted shall specify the number which the coach, carriage, or other vehicle to be used, or driven under such License, shall bear; and if any person shall use or drive or caused to be used or driven any such coach, carriage, or other vehicle as aforesaid, without having the number of his License, or shall continue to use or drive any such coach, carriage, or other vehicle as aforesaid, after the said License shall be revoked or annulled, or shall use or drive or cause to be used or driven, more than one coach, carriage, or other vehicle, under the same License, at the same time, he shall forfeit and pay the sum of Forty Shillings for each and every offence.

III. *And be it ordained*, That if any owner or driver of any coach, carriage, or other vehicle, not duly Licensed as aforesaid, or having been Licensed, not having such License in force, shall draw up or place his coach, carriage, or other vehicle as aforesaid, on any of the stands appointed by or under this law, or shall draw up or place his coach, carriage, or other vehicle upon any of the streets, squares, or wharves within the city, to stand there waiting for employment, he shall forfeit and pay the sum of Forty Shillings for each and every offence.

IV. *And be it ordained*, That every person who shall be Licensed to drive any coach, carriage, or other vehicle as aforesaid, shall have the number expressed in such License, painted on the outside of such coach, carriage, or other vehicle as aforesaid, in plain legible figures not less than two inches in length about the centre of each side thereof, or in such other sufficient manner as the said Mayor or his Deputy shall direct and approve of; and every person Licensed as aforesaid, who shall use or drive or cause to be used or driven, any such coach, carriage, or other vehicle, as aforesaid, without having the number of his License so painted, as aforesaid, shall forfeit and pay the sum of Ten Shillings for each and every offence.

V. *And be it ordained*, That the driver of every coach, carriage, or other vehicle, as aforesaid, while waiting for employment at any stand, shall remain on the seat of such coach, carriage, or other vehicle as aforesaid, or at or near to the head of the horse or horses attached to such coach, carriage, or other vehicle, as aforesaid; and if any such coach, carriage, or other vehicle, as aforesaid, shall be left on any stand without the driver either on the seat or at or near to the head of the horse or horses as aforesaid, (unless he can shew some actual necessity for his absence,) the driver or owner of such coach, carriage, or other vehicle as aforesaid, shall forfeit and pay the sum of Twenty Shillings for each and every offence.

VI. *And be it ordained*, That it shall and may be lawful for the owner or driver of every coach, carriage, or other vehicle as aforesaid, to ask, demand, and receive the following prices or fares for the conveyance of passengers within the limits of the said City, viz.—For conveying one passenger from any public stand to any other part of the said city, or from any one part of the said city, to any other part thereof, One Shilling; and for every passenger exceeding one, Sixpence additional; and if any driver of any coach, carriage, or other vehicle as aforesaid, shall be detained at any place by any passenger, or shall make any agreement for carrying any passenger or passengers by the hour, he shall be entitled to ask, demand, and receive the following rates, viz.:—For any time not exceeding half an hour, One Shilling and Three Pence, and in that proportion for every half hour that such coach, carriage, or other vehicle as aforesaid, shall be detained or employed; provided always that in case any driver shall be required to cross the Ferry to Carleton, he shall in addition to the foregoing fares, be entitled to demand and receive the Ferriage for himself, his carriage and horses,—both going and returning.

VII. *And be it ordained*, That every coach, carriage, or other vehicle, used or driven for hire as aforesaid, shall have fastened up in some conspicuous place on the inside of such coach, carriage, or other vehicle as aforesaid, a plate or card on which shall be engraved or printed, distinctly to be seen, the name of the owner, the number of his License, and the Sixth Section of this Law shewing the Rates of Fare, and if any driver of any such Coach, Carriage or other Vehicle shall convey any passenger or passengers without having such plate or card as aforesaid, or shall ask or demand any greater or higher rates or prices than are hereby fixed, he shall not be entitled to recover any compensation for the conveyance of any such passenger or passengers. And if any owner or driver of any such coach, carriage, or other vehicle, shall convey or cause to be conveyed any passengers without having such plate or card as aforesaid, or shall demand and receive any greater or higher sum than he shall be entitled to receive by virtue of this ordinance, he shall be liable to the penalty of Ten Shillings for each and every offence.

VIII. *And be it ordained*, That if any driver of any coach, carriage, or other vehicle, as aforesaid, while on any of the stands, shall neglect or refuse to convey any person or persons to any place or places within the said City, upon being applied to for that purpose, (unless he can prove that he was at the time actually hired to convey some other passenger,) he shall be liable to the penalty of Ten Shillings.

IX. And be it ordained, That if any driver of any coach, carriage, or other vehicle, licensed as aforesaid, shall be guilty of misbehaviour by getting intoxicated, giving abusive or insulting language, or other improper conduct, he shall on conviction forfeit and pay the sum of Twenty Shillings; and the Mayor, if he see fit, may forthwith revoke his license.

X. And be it ordained, That every coach, carriage, or other vehicle as aforesaid, when driven or used in the night, shall have fixed up on the outside thereof two lighted Lamps, one on either side, and that the said lamps shall have on the front and side-glasses thereof, the number of the license painted in plain, legible figures, of, at least, two inches in length, so as to be distinctly visible, and if any person shall drive any such Coach, Carriage, or other Vehicle, as aforesaid, at night, without having such Lamps fixed up, lighted, and numbered, as aforesaid, the owner or driver of any such coach, carriage, or other vehicle, shall forfeit and pay the sum of Twenty Shillings for each and every offence.

XI. And be it ordained, That persons licensed to drive Coaches, Carriages, or other vehicles, as aforesaid, may also drive Stages or Sleighs in the Winter season, for the like purpose, and that all the provisions and penalties of this Law shall be applicable to Stages and Sleighs, in every respect, as they apply to Coaches, Carriages, and other vehicles, as aforesaid.

XII. And be it ordained, That the several and respective Penalties hereinbefore imposed and ordained, shall and may be recovered and levied in the manner and to the uses directed in and by the Law or Ordinance of this Corporation, entitled "A Law directing the mode of recovery "of the Fines, Penalties, and Forfeitures imposed by the "Laws of the Mayor, Aldermen, and Commonalty of the "City of Saint John."

XIII. And be it ordained, That a Law of this Corporation, entitled "A Law to regulate Public Coaches and "other Carriages used as Hackneys within the City of "Saint John," which was re-enacted on the ninth day of April last, be and the same is hereby repealed.

By order of the Common Council.

JAMES PETERS, Jun., C. C.

QUEEN VICTORIA'S *Grand Review in Windsor Great Park*.—We copy the following description of a very brilliant affair from the London Illustrated News:—

"The stirring spectacle took place on the morning of Wednesday, the 11th June, when the Royal Horse Guards (Blue) and the Coldstream Regiment of Foot Guards were reviewed in the Great Park, Windsor. Her Majesty, who was on horseback, and on either side of whom rode Prince Albert and the Duke de Nemours, was attended by a brilliant staff. Upon the Queen's arrival on the ground, the two regiments, which were formed in line, received the Sovereign with a Royal salute, their respective bands performing the National Anthem. Her Majesty, accompanied by those of her Royal and distinguished visitors who were on horseback, and attended by the staff, afterwards rode along the front of the line, returning by the rear, and then took up her position in front, near the carriage of the Duchess of Kent.—The two regiments, which were under the command of Colonel Bentinck, of the Coldstream Guards, then went through the following evolutions:—The Blues walked round in squadron, and the Coldstream in companies; the Blues afterwards walked past in troops and trotted past in squadrons, the Infantry following quick time, the band playing "The British Grenadiers." The troops having formed in line, the Cavalry on the right, the Infantry threw their right back and formed line to the rear; formed column, quarter distance, right in front; advanced in column, and formed square. After some further cavalry and infantry movements, the Coldstream retired, wheeled to the left, and formed line on the left of the Cavalry, when both regiments advanced in line and gave the general salute. Her Majesty, accompanied and attended as upon her arrival, then left the ground. The Queen, who rode her favourite charger, was attired in a blue riding-habit, *en militaire*, with the Star of the Garter, and a magnificently-ornamented gold aiguillette suspended from the right shoulder. Her Majesty also wore a military cap, with a deep gold band. It was expected that some firing would have taken place during the review, several rounds of ammunition having been served out to the troops. The Queen's horse, however, having become somewhat restive and skittish, on Her Majesty taking up her position in front of the line, Mr. Meyers, the riding-master to the Queen, dismounted, and remained by its head during the whole time the review was proceeding. To this circumstance is to be attributed the absence of the firing.

HER MAJESTY'S VISIT TO THE FLEET.—This morning about eleven o'clock, the royal party embarked in the royal yacht and visited the fleet; the garrison guns saluting her Majesty as soon as the standard was seen, in Stokes Bay, and as her Majesty approached the fleet, she was similarly complimented by the ships, which were decked with colors and the yards manned. Her Majesty went on board the St. Vincent, 120, carrying Rear-Admiral Parker's flag, and then rowed along the line, visiting the Trafalgar, 120, Capt. Martin, and the Albion, 90, commanded by Capt. Lockyer. This latter ship having been in commission a longer time than the rest, has improved upon this advantage, and, without doubt is the most perfect man-of-war in the English navy. The Trafalgar and St Vincent were also in a high state of effectiveness, as are the rest of the squadron. Her Majesty returned to Osborne about two o'clock. On Monday next, if there should not be a fine commanding breeze, the squadron will shift sails, topmasts and yards, at anchor, which her Majesty and the Prince Consort will witness from the royal yacht; should, however, there be such a breeze as will enable the squadron to go seaward of the Nab Light, they will run out between the Owers and Dunnose, and perform such evolutions and mimic such an engagement as the circumstances of the weather will permit. The Queen nd Prince may perhaps prefer, in that case, to be on board Admiral Parker's ship. At all events, it will be an exhilarating and a right English exhibition, and steamers from all quarters, crowded with company, will doubtless follow the ships.—[Hampshire Telegraph. June 21.

It is said that the cost of the magnificent dresses worn at the Queen's *Bal Costume* varied from one hundred to five hundred pounds, and this was for only one evening's amusement, for they will probably never be worn again in the Queen's presence.—The total expenditure for costumes for this ball is computed at five hundred thousand pounds! This is what John Bull magnanimously calls *a splendid tax levied on the rich for the benefit of the poor!*—Then only calculate the worth of the costly jewels worn on that occasion, heir-looms, handed down from generation to generation—*millions sterling* would not go behind the figure of their value. It is rumored that the Queen was so pleased with the costumes worn that she intends to make a permanent change in the present style of dress, for both sexes—large hoops will be dispensed with, but richly embroidered cloths, silk and velvet apparel, with silver and gold interwoven into flowers and arabesques, are soon to be adopted at Court and amongst the aristocracy. This custom will give a fresh impetus to trade. Queen Elizabeth had a superb embroidered dress for every day in the year, and why should not Queen Victoria?

Departure of the Duchess of Kent for the Continent.—The Duchess of Kent left town on Monday afternoon for the Continent, accompanied by the Prince of Leiningen, via South-Eastern Railway, to Dover, where the Duchess embarked on Tuesday morning on board the Princess Alice, for Calais. After visiting her august relatives at Coburg, the Duchess is expected to repair to Vienna.

Steam Communication with China.—Yesterday, (Tuesday), the first monthly mail direct to China was despatched via the overland route, and may be considered as an epoch in the history of our intercourse with that vast empire. It will be conveyed to Ceylon by the Oriental Steam Company's vessels carrying the Calcutta mails; and at Ceylon will be transferred to one of the same Company's vessels forming the branch line between Ceylon and Hong-Kong, touching at Penang and Singapore. By this arrangement Hong-Kong is brought within forty-eight days' post of London.

On Friday a message from the Queen was presented to both Houses of Parliament, recommending them to concur with her Majesty in granting a pension of £1,500 a-year for life to Sir Henry Pottinger, as a reward for the eminent services he has rendered to his country, "and particularly for the zeal and judgment displayed by him, as her Majesty's Plenipotentiary, in effecting a treaty of commerce with the Emperor of China."

On Friday, in a Committee of the whole House, Sir James Graham moved and carried a resolution to grant a sum not exceeding £100,000, to defray the expense of establishing new Colleges in Ireland, and an annual sum of £21,000 to pay the stipends of the Professors, &c.

The King and Queen of the Belgians arrived in London on the 26th ult. on a visit to Queen Victoria. On the 3d inst. the King held a Diplomatic Levee at Buckingham Palace, at which the members of the several diplomatic corps at the British Court attended, and were presented to the King and Queen in the Library of the Palace.

It is a curious fact, that the number of marriages in England and Wales has greatly decreased of late years though the population is annually increasing. Thus, in 1830, there were 120,127 marriages, and in 1840, 115,548.

Madame Montgolfier, the widow of the celebrated æronaut of that name, died at Paris on the 30th ult. in the 111th year of her age.

Sir Jamsetjee Jejeebhoy.—Sir Jamsetjee Jejeebhoy, the wealthy Hindoo, recently knighted on account of his philanthropy, has just constructed, at an expense of £16,800, a causeway connecting the islands of Bombay and Salsette.

THE OBSERVER.

ST. JOHN, TUESDAY, JULY 29, 1845.

The steam ship Cambria, with the second July mail, is now out ten days from Liverpool. The mail may be expected to arrive in this City next Monday morning.—The new iron steam ship Great Britain was to leave Liverpool for New York, on Saturday last, 26th instant.

ARRIVAL OF THE GREAT WESTERN.—The steam-ship Great Western arrived at New-York on Monday morning, 21st inst., having left Liverpool at noon on the 5th instant. She brought 130 passengers. The news by her is only a half day later from London than that brought by the Britannia, and a day later from the Continent.

The Cotton market is firm. The daily transactions are large, and the sales of the week amount to 60,000 bales.

Mr. Somes, of London, recently deceased, said to be the greatest ship owner in the world, has left, it is stated, two million pounds sterling of property behind him.

It may gratify our commercial readers in the United States and Canada, says the European Times, to learn that the rival port to Liverpool, on the opposite shore of the Mersey—Birkenhead—will soon be in a condition to receive American and other shipping. When the new docks are opened, as they will be in a couple of months, a reduction will be made in the dock dues and other charges on merchandise in Liverpool.

Mr. O'Connell has returned to Dublin. He left London immediately after his unsuccessful efforts to fashion the Collegiate Bill to the taste of the Catholic Prelates.

The European Times says, "There is every reason to believe that the Irish Collegiate Bill will prove a failure in the working."

The great Protestant meeting in Dublin, commemorative of the Battle of the Boyne, took place on Tuesday.

A rumour prevailed, an absurd one, that Mr. Steele, the Head Pacificator, had been murdered in the north of Ireland.

The deplorable affair in Ireland, by which eight of a mob were killed by the Police, is the great topic of the day.

Mr. William John O'Connell recently obtained a verdict, in the Court of Common Pleas, London, and £50 damages, against the proprietors of the Morning Post for a libel.

The money raised in England and Scotland, last year, by thirteen Missionary, Bible, Tract, and School societies, amounted to no less a sum than £383,712.

Mr. Charles Green, the æronaut, made his three hundredth ascent in his large balloon, on Monday, at Hoxton.

In the French Chamber of Peers on the 1st inst. the Minister of Marine presented a bill relating to the execution of the treaty with England, concluded on the 29th of May, for the suppression of the African slave trade. He asked for 9,700,000 francs for this purpose. The Minister of Finance presented his budget of expenses for 1846, and a bill providing for the restoration of the Cathedral of Notre Dame at Paris, with an appropriation of 2,650,000 francs. An appropriation of 200,000 francs was made for the celebration of the 15th anniversary of "The Three Days."

We are informed, on good authority, (tho' not officially,) that his Lordship, the Bishop of Fredericton, will pass thro' St. John next week, on his way to visit the Island of Grand Manan, and other portions of his Diocese in the western part of the Province; and that in about three weeks hence, his Lordship will hold a Confirmation at Trinity Church in this City; for which solemn rite, many young persons of this parish are now in course of preparation, under the superintendence of their Clergy.

THE WEATHER has been peculiarly unlike Midsummer, for several weeks past: indeed, the whole season has been contrary to ordinary experience. At its commencement, we had an unusually dry spring, which much retarded vegetation, from lack of moisture, and has caused the products of the earth to be considerably later in coming to maturity this year, than in general. But the present month of July has been altogether an peculiar in exception to general rule, on the other side; as there have been comparatively but few really fine days in it; and instead of bright weather and sultry heat, we have had little else than a succession of alternate fogs and heavy rains throughout the month, with damp and chilling winds. The sun, however, is to-day struggling thro' and dispersing the clouds, and we have at last a prospect of fine summer weather; an advent much to be desired, for the sake of the Farmer and the country at large.

TERRIBLE FIRES.—The recent extensive fire in New-York, swells the list of the great conflagrations of 1845. They began in Barbadoes, destroying property to the value of $2,000,000; then Pittsburg suffered to the amount of $3,000,000; then London, (Canada West,) was half destroyed; then Quebec was nearly swept from the face of the earth, throwing 20,000 persons houseless on the world, and destroying a vast amount of property; Matanzas has had her share of trouble by a devastating fire, destroying $1,000,000 or more in property of various kinds; and lastly, New-York unfortunately swells the list by a conflagration of 300 stores and houses in one of the finest sections of the city, and a loss of property to the value of five or six millions of dollars; also fires of considerable extent in various other places. Surely misfortunes never come singly.

The Weather and Mortality.—The number of deaths in New-York during the week ending 19th inst., was unusually large, being 474. Of these, 80 were from cholera infantum, 67 from local inflammations, 55 from apoplexy, and 52 from convulsions. The extremely hot weather, the thermometer ranging during six or seven successive days, from 90 to 100 degrees in the shade, was probably the cause of this increase of disease and death.—In Philadelphia there were 206 deaths, same week, of which 30 were from cholera infantum.

In Philadelphia, Albany, Boston, &c., the weather was equally warm, causing many sudden deaths from exposure to the heat, by drinking too freely of cold water, &c.

A splendid new ship of 530 tons, built of Hackmatack, and called the "*Clydesdale*," was launched from the building yard of Mr. Joseph Trenaman, at Shediac, on the 7th instant, and is pronounced in every respect a first class ship.

QUEBEC FIRES.—The subscriptions received by the Treasurer of the relief fund up to the 14th inst., amounted to £25,976 14s. 8d., and the disbursements to £9,826 6s.—leaving a balance of £16,150 8s. 8d. in hand.

The sums received from sailors at the Custom House, Quebec, between the 5th and 14th July, for the relief of the sufferers by the late fires, amounted to £9 10s. 9d.—Of this amount £2 5s. 6d. were from the ship Harmony, Captain Jamieson, of St. John.—A further sum of £20 14s. 10d. from shipmasters is also acknowledged.

The Masonic Body of Sydney, C. B. have forwarded £20 towards the relief of the Quebec sufferers. In St. Paul's Church, at Charlottetown, P. E. I., £23 was collected after a sermon preached by the Rev. Dr. Jenkins, for the same object.

The number of deserters from ships at Quebec, to the 10th July, was 1307.

☞ The June and July numbers of SEARS' new *Family Magazine* have been received, and may be obtained from the Agent, Mr. John T. Smith, North Market Wharf.

The ship Virginia, from Calcutta for Boston, lately destroyed by fire in the Indian Seas, belonged to Newburyport, had a valuable cargo, and ship and cargo was insured at eleven offices in Boston, for $107,000.

NEW ZEALAND.—Capt. McKeever, of the U. S. ship St. Louis, has furnished his Government with a statement of the late attack of the natives upon the English settlers at the Bay of Islands. Capt. Roberts, of the British sloop of war, who was wounded in the fight, is stated to have died of his wounds. We subjoin an extract from Capt. McKeever's letter, dated March 13, 1845:—

"Upon my arrival here (Bay of Islands) I found the island in a state of great commotion, from a threatened attack upon the British authorities by the natives. The arrival of the St. Louis I cannot regard but as most opportune, the force of the European population being entirely inadequate to the protection of their wives, children and property.

Pursuing a course of non-interference, excepting where humanity should dictate me to act, I have nevertheless, by obtaining interviews with the native chiefs, been so fortunate as to exact from them a pledge of safety to the innocent women and children of the Europeans, the character of these difficulties having terminated on the 11th inst. in the attack and possession, by the natives, of the English village of Kororerika.

I am this morning taking the defenceless inhabitants on board this ship, to carry them to Auckland, the nearest town and seat of Government. I am sorry to say, that I fear the result of these troubles will be, in future, the extermination of the New Zealanders by the English."

A Great Establishment.—Among the great establishments of the city of New-York is the Methodist Book Concern. It constantly works eight or ten presses propelled by steam, and employs more than 150 workmen. Over $100,000 worth of books are annually printed. A writer in the Northern Christian Advocate, in speaking of this establishment, remarks:—"It has but one pecuniary object, which is to create revenues for those Ministers who have sunk down into broken health, under the weight of arduous labours, and to make slight provision for the widows and orphans of those who have nobly fallen with *vici* written on their shield."

DEFRAUDING THE REVENUE.—Legal proceedings to enforce the penalty in such cases, we understand, have been commenced by the Province Treasurer against a Captain Gates and one of the Licensed Victuallers of this City, for having illegally landed twenty head of Nova Scotia Cattle in the vicinity of Quaco, in the early part of the week, with the intention of defrauding the revenue.—*Courier.*

VIOLENT DRIVING.—The pursuit of this dangerous and highly reprehensible practice came very near terminating fatally this morning. The horse of Mr. L. L. Copeland, of St. Andrews, whilst being violently driven around the western corner of Water-street, struck a young girl, the daughter of Mr. Plummer, of this city; she was instantly knocked down: we are happy to add, however, that although the horse and body of the waggon passed over her, the wheels just avoiding contact with her body, she escaped without serious injury.—*Ib.*

MELANCHOLY ACCIDENT.—It is with feelings of deep regret we have to announce the death by drowning, of Douglas Howard Peters, of Gagetown. It appears that on Tuesday afternoon, he, in company with his brother, Dr. H. Peters, was sailing in the Creek opposite his father's residence, when a sudden flaw of wind upset the boat, and precipitated them both into the water. Dr. Peters succeeded in holding on the boat, and was taken up almost insensible; his brother endeavoured to swim for the shore, but unfortunately sunk before reaching it. He was a young man of much promise, and his sudden death will long be felt by his relatives and a large circle of friends to whom he was endeared by many ties.—*New-Brunswicker.*

THE QUEBEC SUFFERERS.—Collections will be made on Sunday, August 3d, in the Catholic Churches of St. Malachi and St. Peter, at both Masses, for the relief of the destitute victims of the late calamitous fires at Quebec.—*Inberator.*

FREDERICTON, July 23.—*Signs of the Times.*—A meeting was held here yesterday for the purpose of forming a Company for the erection of a building to contain sufficient Steam power to supply facilities for the manufacture of various articles which could be made here with as much advantage as in any part of the world. Mr. Wilmot occupied the chair of the Meeting. A series of Resolutions passed, and a most respectable Committee was appointed to procure subscribers to the Stock, which we have little doubt will in a short time be disposed of. Every well wisher to the Province, and to this City in particular, will rejoice in the complete success of this useful scheme.—*Head Quarters.*

REV. MR. BROOKE.—This gentleman has recently received several communications from Newfoundland, on the subject of removing to that Colony, the last of which is an unanimous call from the Congregation of Saint Andrew's Church, accompanied by Bonds for stipend, &c. We understand that the Rev. Gentleman has not yet responded to the invitation thus given; and altho' not of his Congregation, we hope that he may remain in Fredericton. Any community would sustain a loss in the removal of such a man as Mr. Brooke.—*Fredericton Reporter.*

P. E. ISLAND.—We perceive by the Charlotte Town papers that a number of accidents have lately occurred in this Island, attended with loss of life.

An inquest was held on the 13th inst., on the body of a young woman named Margaret Stewart, who had been missing a week previous. She had left her home in search of her father's cows, and not returning in a reasonable time, 400 or 500 men volunteers were daily employed in ranging the woods for her, when she was found drowned in her father's mill dam.

A most distressing occurrence took place at a place called Big Cape, on the 11th inst. Angus McDonald, of that place, with his four sons, and two lads named McIntyre and McDonald, proceeded to sea in an open boat for the purpose of fishing. While they were out, the wind veered round from the north to the south, which caused a heavy swell, which upset the boat, when they were all drowned, except one of the sons of Angus McDonald, who was washed ashore in a state of insensibility.—*Miramichi Gleaner.*

FATAL DISASTER.—On Wednesday night, three soldiers of the Rifle Brigade broke open the cabin of a pleasure-boat, from which they stole a quantity of liquor, and became partially intoxicated. Afterwards they took possession of a boat, and rowed down the harbour, where they had a scuffle, and upset the boat. Two were drowned, and the third saved himself by clinging to the boat.—*Halifax Chronicle.*

EFFECTS OF LIGHTNING.—During a violent thunder storm, on Tuesday afternoon, Mr. James Marshall's house, known as the Porto Bello Inn, on the Eastern Road, was struck by lightning. The house was only slightly injured, but the escape of the inmates was truly wonderful. A lady from the city, who was spending a few days there to recruit her health, received a stunning shock, yet she happily recovered in a little time. In the same room with her were two children who escaped unhurt; but a mirror that was hanging against the wall, was shattered into a thousand fragments. The lightning marked its course through the house by causing a rift or fissu re in the plastering from the point of the roof, where it entered, down to the cellar floor. A few days previously, a barn at Amherst, belonging to Thos. Logan, Esq. caught fire from a stroke of lightning, and was consumed in a few minutes, in spite of an excessive rain which was pouring at the time. Two trees in another part of the village, were also struck, during the same storm.—*Halifax Recorder.*

Melancholy Accident.—Mr. J. T. Chamberlain, of Lunenburg, Nova Scotia, was drowned on Saturday, the 12th instant, in Louisburg harbor, in consequence of the upsetting of a boat. His body was recovered on the following day, and interred with every mark of respect. The deceased was about 30 years of age, and was much beloved for his mild and amiable disposition. He has left a widowed mother, and many friends who will long deplore his untimely fate.—*Cape Breton Spirit of the Times.*

TRADE.—We are happy in being able to record a considerable improvement in trade during the present season. Ship-building has been carried on for this little while back with considerable vigour; and large quantities of timber, deals, &c., have been shipped from nearly all the harbours on the Eastern Coast, so that business has been in a more prosperous state than during the last two or three years.—*Pictou Chronicle.*

LIVE STOCK.—In Great Britain and Ireland there are, according to Parliamentary returns, 2,250,000 horses, worth about £67,000,000; about 15,000,000 of black cattle, worth about £215,000,000; 40,000,000 of sheep, worth about £67,000,000; and 18,000,000 of pigs, worth about £118,270,000.

BEQUESTS.—The charitable bequests of the late Hon. Daniel Waldo, of Worcester, will amount to about 300,000 dollars. We have heard that $10,000 is given to the Colonization cause; $40,000 to the McLean Asylum, and $10,000 to the Massachusetts General Hospital. The American Board of Foreign Missions $40,000—the largest bequest which has ever been made to that Board.

A Tornado swept over London, Ohio, and vicinity, on the 23d ult., carrying almost everything before it—sweeping down houses, timber and fences, and leaving whole fields and farms exposed. Whole trees were carried high in the air, and turned over like little bushes. Nobody was killed.

GUANO.—The bark Argimou, Captain Betts, arrived at this port a day or two since, with a cargo of 220 tons African Guano, obtained from an Island in Saldanha Bay, about sixty miles from the Cape of Good Hope.—We note this arrival from the fact of its being the first cargo of this new but important article of commerce and agriculture. The Island from which it was obtained had been visited by many vessels, and at the time the A. sailed the Guano had been all taken away, and several ships had to leave without completing their cargoes. The color is said to be a shade darker than the Peruvian, and the odor less offensive, but t its fertilizing properties are much superior.—*Philad. Inquirer.*

A New Article of Export.—We are told a Yankee broom maker in Ohio, has leased twelve hundred acres of bottom land, on the Scioto river, near Columbus, and planted the entire plot in Broom Corn, with a view to export the crop to England, where he intends to proceed himself, and engage extensively in the manufacturing of brooms, taking the wood for the handles, and the machinery used for the purpose. Brooms made from the American broom corn are so much superior, for various uses, to any thing to be had in England, that they have become, within a few years past, quite a favourite in that country, and are now exported thither in large quantities.—[Boston paper.

CROTON WATER.—The daily receipt of water at the reservoirs is 15,000,000 gallons, which is three times as much as the ordinary wants of the city require; and yet during the late warm weather, the whole 15,000,000 gallons have been exhausted, and drafts in addition made upon the previous supply. When the aqueduct is completed over the high bridge, the supply can be rendered almost inexhaustible. The water is now brought over the Harlem river in a 36 inch pipe.—*New York paper.*

From the Boston Daily Advertiser, July 21.

TREMENDOUS FIRE IN NEW YORK.—The mails of Saturday evening, and yesterday morning, have brought accounts of an awful conflagration in one of the richest parts of the city of New York, by which 250 to 300 stores and dwelling houses, with their contents, of an average value, probably, of twenty to thirty thousand dollars, are laid in ashes. The aggregate loss is estimated at from five to ten millions of dollars. The fire broke out before 3 o'clock, and about an hour afterwards, its ravages were suddenly spread, in every direction, by the explosion of a thousand bags of saltpetre, and immediately afterwards of a gasometer which was near by. We take from several of the New York papers of Saturday, such portions of their several descriptions, as will give a pretty clear view of the extent of the disaster. It was at first apprehended that many lives were lost, but we do not find any positive evidence of more than the two deaths mentioned in the extracts below. The following accounts of the commencement of the fire, is from an early edition of the Journal of Commerce:—

At a quarter to four this morning we were startled by the successive reports of a tremendous explosion, alarming the whole city, and arousing its slumbering inhabitants to a consciousness of the awful calamity which has visited us in the shape of one of the most destructive conflagrations that, with the exception of the great fire of 1835, we ever witnessed. On repairing to the scene of disaster we found the flames ascending from apparently a hundred buildings at once, extending from Broadway down Exchange Place to within a few doors of William street in one direction, and in another from the public stores in Broad street, near Wall, to Beaver.

The fire broke out in Van Doren's oil factory, No 24 New street, as early as a quarter before three.. At a quarter to four occurred the explosions above alluded to, which in an instant scattered in fragments three of the largest stores in New street. Fortunately these were in or near the centre of the conflagration, and the loss of life is therefore not so great, the firemen and spectators having been kept at a distance by the heat. Indeed, in the confusion of the scene, it is yet impossible to ascertain with certainty that any are killed. But, we are sorry to add, that to all appearances the apprehensions of considerable loss of life are well founded. It is said that two firemen are missing, and we ourselves saw several with hands, faces and limbs more or less injured.

The progress of the flames was so rapid, that it was with the utmost difficulty the inmates of many of the buildings were rescued. We saw women and children passing from roof to roof, in order to escape the destructive element.

The loss of property must be immense. We have no means of estimating the amount with any degree of accuracy; but a large proportion of the buildings destroyed were among the finest stores in the city, occupied, many of them, by large importing houses, and filled with goods of great value.

The flames continued to spread until about 12 o'clock, when their further progress was checked, and soon after apprehension of their further spread subsided. The following is from the Express:

We record with pain and anguish the details of the terrible calamity that has overtaken one of the richest and most commercial parts of the city. The fire is in the vicinity of our office, and we were, at one time, in an alarming proximity. None, however, connected with our Press, anticipated any such overwhelming conflagration, when the alarm bells were first sounded at 3 A. M., and when the 1st edition of our Morning paper was put to Press. It was not felt to be so terrible, until the explosion took place.

At about four o'clock, Crocker & Warren's store in New street, in which was stored a very large quantity of saltpetre, blew up with one of the most tremendous explosions ever heard or felt in the city. That building itself was of course scattered in fragments in an instant, and those adjoining were little better off. The explosion created one of the most frightful spectacles it was ever our misfortune to witness, and the noise and uproar could only be equalled by the explosion of a magazine.

The first explosion, which was comparatively moderate, filled the room of the writer of this paragraph, with a light more intense than that at noon day, and, upon looking out upon Broadway, a scene met our gaze that can never be forgotten. Hardly had we reached the window when the second and grand explosion took place. The buildings, as far as the eye could reach, appeared one mass of flames, while the buildings on the west side of Broadway, from the Mansion House to the Astor, were so brilliant that the eye could scarce rest upon them. The spire of Trinity Church looked like a pillar of fire, and the moon, which a moment before we saw just above the roof, paled under this vivid light, and was invisible. The sky, over the region of the fire, and along the range of Nassau street, was filled with a mass of flame from the burning gas, alcohol and camphine let loose at the explosion. High in the air as the eye could range appeared an immense quantity of fire, that had the appearance of serpents darting spirally upwards, like the small rockets of a fire work. These tongues of flame, too, shot out in all directions from the centre, making together the whole look like a mountain of fire, which created in the air a noise like that caused by a flash of electricity in a thunder-storm. The panic caused by such an explosion, who can describe? The street, from the Waverly House to our office, on Broadway, presented a thick multitude of men, running as if for their lives, shrieking as though they were in the agonies of death. Those who could keep their feet were fortunate, indeed, for the masses behind, in their terror, overran many who fell, regardless of any thing but their own safety.

Through the other streets a like scene was exhibited, but as the others were narrow the confusion was greater. The firemen and spectators left those parts only to receive in another place the shower of bricks and other missiles forced off by the explosion. So awful was the shock that the thick plate glass in nearly all the buildings in Wall street, was broken in fragments and strewed over the pavement, in many instances the substantial window sashes themselves being broken in. The cries of frightened people, the fall of missiles on the roofs of buildings, the crash of glass upon the pavements, added to the tumbling of buildings from the force of the explosion, and the vivid glare of the flames, assailed the numerous multitudes now out to see the fire, and gave the impression that a great convulsion of nature had taken place. The windows of the City Hotel, and the buildings near us, were in a moment filled with the tenantry of the houses, who, until the great explosion, had remained quiet in bed, thinking the fire an ordinary matter, but not until now thoroughly aroused by this awful shock.

The concussion in the Courier office was so severe that the substantial stone walls of the building shook to their foundations, and the people there thought for one moment that they were tumbling to their base. The workmen in the composing room in the fifth story found the stone on which the form was making up, rise several inches from its resting place; the gas all went out instantly and during the darkness that followed, the scene was, to say the least of it, an exiting one. The workmen employed in the Press and Engine rooms in the basement story fully believing that the entire building was about to fall upon them in a mass, flew with rapid steps, into the street.

The same occurrences took place with the workmen in our office. In a moment they were in darkness, and astounded by the shock, they flew as if an earthquake were tumbling the walls upon their heads. All soon recovered however, and went to work to give our readers, in a second edition, the details of the progress of the fire.

We copy the following details from the Journal of Commerce:—

The extent of this calamity has exceeded even the excited apprehensions of those who witnessed its whole progress from the commencement. Happily its progress is now stayed, so that we are enabled to define the limits of its ravages. On the East side of Broadway, every building from Exchange Place, commencing at the Waverly House, to Marketfield street, is utterly consumed, also three or four dwellings below Marketfield. The house on the corner of Stone and Whitehall streets, and two or three dwellings North of Stone street, remain comparatively uninjured. Thence to Broad street Stone street is the boundary. Through Broad street, from Stone to the public stores, within two or three doors of Wall street, the buildings on both sides are all destroyed. A line drawn from the public stores to the Waverley House, is the limit on the North-west. In Beaver street all the buildings on both sides are consumed, from the Bowling Green to within five or six doors of William street. On the west side of Broadway, the buildings are all destroyed, from Morris street to No. 13, occupied by Mrs. Barker as a boarding house—this last included.

The buildings on Broadway, north of Morris street, were saved by incredible exertions, in which the inmates rendered themselves especially conspicuous. They were covered with carpets and blankets constantly wetted with water carried up by hand to the roofs.

The explosion which set this most disastrous conflagration in motion, we have no doubt was from the reservoir gasometer of the Manhattan Company, situate in Beaver street, caused by the heat of the neighboring fire. There was nothing else which could have made it, and that could. In corroboration of this, the gas lights in our office went out instantly upon the explosion.

There was a quantity of saltpetre in the store of Crocker & Warren; but a store full of it was burned ten years ago, and there was no explosion. Gunpowder is spoken of, but without evidence that any was present.

The explosion was tremendous, and produced the utmost consternation throughout the lower part of the city. The office of this paper seemed as if toppling to its base. The printers' sticks were thrown from their hands; and the gas lights suddenly extinguished in a part of the building added to the terror and confusion of the scene. We experienced no damage however, except in the breaking of window glass. Nearly every building in