The Observer.

SAINT JOHN, AUGUST 10, 1852.

THE RAILWAY.

It is with feelings of no ordinary satisfaction that we have to announce to our readers that the European and North American Railway may now be considered a *fact*. The Engineers sent out by the Contractors, Messrs. Beattie and Campbell, arrived in town on Sunday last, and we are informed will immediately commence the survey of the line from St. John to Shediac. After running over this line to test Mr. Wilkinson's survey, they will, we believe, survey the line from St. John to Calais, and as they are thoroughly acquainted with their business, and will put on strong parties, we presume they will accomplish the whole work before the snow flies.

We understand that Mr. Jackson, M. P., is expected to arrive this week in New York, and after a visit to Canada, will pass through this Province in about a month.—It is said that the Government have appointed A. C. Morton, Esq., C. E., their consulting Engineer, and we believe they could not have made a better choice. Mr. Morton not only bearing the very highest character in the United States, but being also the Projector of the E. & N. A. Railroad, he has the greatest interest in its being successfully carried out.

We are informed that Mr. Campbell is a son of the late Sir Donald Campbell, Governor of Prince Edward Island.

As there is little doubt but that the estimates for the road will fall within Five thousand pounds per mile, and as in such case the Legislature will no doubt confirm the arrangement almost unanimously, we think we may begin soon to listen for the long wished for whistle of the iron horse, which is the only thing wanted to make this country a much more desirable location than either California or Australia.

The business of the Circuit Court, which commenced on Thursday last, has made but little progress during the first week of its sitting. The Docket contains a list of 55 civil causes for trial, (two of them being remanets from last Circuit,) of which only *four* have as yet been disposed of. The third cause tried, (being No. 1 on the new list,) "Fraser v. Inches and others," occupied the Court about half the week; the subject in dispute being the respective rights of the parties to certain goods and merchandise, made over by James T. Hall to the Plaintiff as security for payment of a debt, and afterwards forcibly taken possession of by the Defendants, as Trustees of Hall, under a Trust Deed subsequently given by Hall to them for the benefit of his creditors. The result was a verdict for the Plaintiff, damages £751 10s. 0d. It is high time that our Judges should adopt some peremptory method, of enforcing a quicker dispatch of business in our Circuit Courts; as the present dilatory and tedious mode of proceeding is a grievous burden upon the numbers of business men who are compelled to attend the Courts, and very often amounts to an actual denial of justice to the suitors.

The U. S. steam frigate *Mississippi*, under the command of Commodore Perry, arrived in our harbour on Saturday afternoon, and yesterday morning exchanged salutes with the battery at the Lower Cove. Commodore Perry has received instructions from his Government at Washington to inquire into the fishing difficulties on the Provincial coasts, and we learn will shortly proceed hence in the Mississippi, to Halifax, in pursuance of the object of his mission; and that afterwards he will probably visit Newfoundland, to extend his inquiries. It is not likely, however, that the Commodore will find that any thing has been done by Imperial or Provincial authorities, against which just complaint can be made, or any thing in any way contrary to the spirit and intention of the treaty, with reference to American fishing vessels; but that he will perceive that there has been as yet no ground of offence to the Government or people of the United States.

Commodore Perry, Capt. Adams, and several other officers of the Mississippi, landed yesterday, at Reed's Point, and were received by a guard of honour from the 72d Highlanders, after which they visited the Commandant and the officers of the Garrison, at the officers' barracks. The officers of the Garrison, and the members of the Executive Government now in town have since visited the Mississippi.

The Commodore, and Capt. Adams, proceeded to Fredericton this morning, to view the river St. John, and pay their respects to his Honor the Administrator of the Government.

The Mississippi is the first United States Government steam vessel that has ever visited this port, and consequently she has attracted large numbers of our citizens to view her from the wharves, and many have visited her by going on board.

The Mississppi has an excellent band on board, who daily play favorite tunes.

The New York Herald of the 31st July has the following regarding the Mississippi:—

Steamship Mississippi, 10 guns, (detached from Japan Expedition for the present service,) is lying in the port of New York, fully ready for sea, with officers, men, provisions, coal and amunition on board, waiting final orders to sail. Her battery is 8 medium 32-pounders, and 2 long 120-pounders pivot guns, throwing shot or paixhan shells of two feet and a half circumference.

Reed's Point Improvements.—The tender of Messrs. James Stackhouse, Jr., and Griffith Stackhouse, of Carleton, to construct the Reed's Point Steamboat Wharves, &c., for £9650, have been accepted by the Common Council, and the contract is finally arranged. The work to be commenced immediately, and finished by 1st November, 1853.

The Ordway *Troupe* will give their last Concert for the season, this evening, at the Institute, with an entire *White* programme of entertainment, among which will be found a number of favourite pieces. We trust they will be greeted with a full house.

We would direct the attention of our readers to the advertisement in another column of the Panorama of the Hudson river, and a voyage to Ireland, with other amusements, to be exhibited at the Mechanics' Institute to-morrow evening.

H. M. Cutter "Netley," under the command of Capt. Kynaston, arrived in the harbour yesterday from a cruise.

Accounts from various parts of Canada West represent the grain and other crops in that Province as being in a most luxuriant and encouraging condition, promising an abundant harvest.

The people of Maine are awake on the Railroad subject. They had a meeting at Bangor last week, for the purpose of organizing for active operations, to meet us at the "border."

Among the sufferers by the burning of the steamer Henry Clay, on the Hudson River, we find the names of Mrs. Marcher, aged 57 years, and her son, Mr. G. K. Marcher, of New-York.—Mrs. M. was daughter of the late Seth Seely, Esq., of this City.

Political Excitement seems decidedly at a discount just now in Nova Scotia. Whether it is that the weather is too hot to get up a fever, or whether it is that the people are becoming too wise, we will not pretend to say.—*Recorder.*

The hardy natives are leaving the Provinces in large numbers, and settling in the United States, Australia, &c. Nova Scotia has abandoned all her railway schemes, and settled down into a do nothing posture. Talk of her immense mineral resources, *but they are not her own*,—her many other natural sources of wealth, but they are, under present circumstances, unproductive. Something must be done, or the place will become depopulated; a change is required; what that change should be, is for her people, not us, to say.—*International Journal.*

The challenge of the boatmen of St. John, N. B., to row four men of that province against any four men in the Union, was taken up in New York on Saturday, on behalf of the Whitehall boatmen. The stakes are $2000 a side, and the race will come off on the 7th of October.—*Ib.*

For Australia.—The "Epaminondas," from New York, carries out a large list of passengers, among which are quite a number of young men from the British Provinces.—*Ib.*

The Revenue cutter Taney, Capt. Martin, was upset in a squall in New York harbour on Tuesday last, and of thirty persons who were on board at the time, four are known to have perished, and six others are supposed to have shared the same fate.

Albert County.—There has been quite an excitement in this County during the last two or three weeks, on account of a very important law suit which has been tried before the Supreme Court recently in session at Hopewell, and presided over by His Honor Judge Wilmot. The case to which we allude was an action of trespass brought against Wm. Cairns, Esq., by Dr. Gesner. Mr. Cairns is associated with Edward Allison, Esq., of this City, and other capitalists in the United States, as partners in the Albert Coal Mining Company, who purchased from the Messrs. Duffy at a heavy expense, certain Government leases to mine gold, silver, coals and other minerals in the County of Albert, and under these leases, after extensive preparations, extracted large quantities of a substance supposed by them to be coal. Dr. Gesner and others, however, failing in their effort to secure these same mining leases, purchased the lease of the land itself from the owners, and on the ground that the substance extracted was neither gold, silver nor coal, but asphaltum, attempted to prevent the Albert Coal Mining Company from carrying on their operations. The whole question, therefore, resolved itself into this, whether was the substance extracted coal or asphaltum. As there were several other suits depending upon this question, it was arranged that they should be decided by the result of the first one, which was opened by Albert Smith, Esq., on the part of the plaintiff, on the morning of the 20th ult., and brought to a conclusion on the evening of Tuesday the 3d inst., by the Jury unanimously giving in a verdict for the Defendant, Mr. Cairns—the trial occupying thirteen days. The Jury was a special one, and carefully selected; and from the fact that they only retired for ten minutes after the Judge had summed up, we may presume that they had not much difficulty in coming to the conclusion they did. The evidence on both sides was very voluminous, and principally of a Geological and Chemical nature. It was thought by some that the Jury would have given in a verdict for the defendant at the conclusion of the evidence on behalf of the plaintiff, but the Mining Company were anxious to produce such an amount of incontestible evidence from scientific men of eminence in the United States, as would finally set the matter at rest; amongst their witnesses were Professor Silliman, Drs. Percival, Hayes, Jackson, Torry, Ellet and Deck; Messrs. Teschmacher and Peebles were also examined on behalf of the defendants. On behalf of the plaintiffs, Dr. Robb, of Fredericton, Drs. Wetherall, Liddy, Antisell, and Professor Taylor.

From what we could learn of the particulars of this case from the commencement, we are much gratified at the result of the trial in this instance, as we have all along had but one opinion in the matter, viz: that Messrs. Allison, Cairns, and their copartners were the real and bona fide proprietors of these mining leases, and that under these leases they were entitled to extract the substance in dispute.

D. S. Kerr, Albert J. Smith, and C. Milner, Esquires, conducted the case for the Plaintiff; and for the Defendant, the Hon. J. A. Street, Attorney General, Hon. J. H. Gray, J. M. Johnson, Esq., of Miramichi, A. C. Palmer, Esq., of Dorchester, and Bliss Botsford, Esq., of Moncton.—*Courier.*

Concert at the Temperance Hall for the benefit of the Free Schools.—The Heron Family kindly consented to give a Concert at the Temperance Hall for the benefit of the Free Schools held in that building. Tuesday evening was fixed on and announced. But the Heron Family have become as great favourites in Fredericton as in St. John; their success has exceeded the most sanguine expectations, and they found it impossible to get away before Thursday. The Concert is therefore unavoidably postponed to *Thursday* evening.

We have seen the programme. The first part consists of Sacred music from the most eminent Composers. The best compositions of Mozart, Handel, Zingarelli, and othe great masters have been selected; and those who have already heard the Heron Family need not be told that they will be well performed. The other parts will consist of songs, melodies, selections from operas, glees, &c. &c.—*Freeman.*

Sale of Valuable Property.—On Wednesday last the valuable property known as Paddock's Wharf, was put up at public sale by Mr. W. D. W. Hubbard, on account of the heirs, and bid off for the large sum of £7000. The property has a front of 150 feet on Water-street, and pays a rent of £10 per annum to the City.

Another portion of the late Dr. Paddock's estate, comprising the ground fronting 100 feet on Prince William-street, and extending along Duke-street to Water-street, where it is of the same breadth, with some buildings which are of no great value, was sold at the same time, in lots, and brought £2278.—*Ib.*

Distressing Calamity.—We learn by private correspondence that a most distressing occurrence took place at Sackville, N. B., on the 28th July. Between 11 and 12 o'clock, Mr. Charles Bulmer's house was discovered to be on fire; the family were all asleep, and before the alarm was made, the flames had gained such an ascendancy as to render all efforts to subdue them utterly unavailing; and melancholy to state, one of Mr. Bulmer's daughters and two grand children perished. The cause of the fire had not been ascertained when we received the above intelligence. We sincerely sympathize with the afflicted family.—*Halifax Wesleyan.*

Liverpool, July 24.—The accounts are of the most favourable description as regards the grain crops, which, under the influence of the late forcing weather, have rushed forward with amazing vigor, and afford every promise of an early and abundant harvest. The same description of report comes from Ireland and the Continent, and as a consequence the various Grain markets have been during the week comparatively dull and inanimate. Monetary affairs, however, continue favourable, and with the large quantities of gold uninterruptedly flowing in from our Australian colonies, independently of the heavy receipts we are obtaining by the royal mail steam-ships from the United States weekly, there seems every inducement to believe that the trade of the country must progress in prosperity.

Penny Postage in Great Britain.—A late post-office return shows that last year the number of letters delivered in the United Kingdom, was 360,647,187. In 1839, the year preceding the adoption of the penny postage, the number of letters was only 75,907,572, or less than a million and a half a week, it is now nearly a million a day. The number of money orders issued by the post-office last year was 4,661,027; the amount for which they were issued was £8,880,420 16s. 1d. The expenses were £69,982; the amount of commissions received was £77,429, being a profit of £7,437.

The Arctic Expedition.—The Isabel, screw-steamer, Captain Inglefield, R N., having arrived at Peterhead on the afternoon of the 9th instant, filled up her crew immediately, and sailed for the Arctic Seas on the 10th. In addition to Mr. Abernethy, Captain Inglefield engaged as second ice master Mr. Mason, who sailed in that capacity with Captain Penny, in his late voyage in search of Sir John Franklin's expedition, and who has had great experience in arctic navigation. The entire crew amounted to 17, all picked men and most of whom had been long in the whaling trade. Captain Inglefield left in high spirits, and with a fair wind, which has fortunately continued ever since. His intention, it is understood, is to reach the most northern coast of Baffin's Bay, and, if possible, enter Smith's Sound, upon the practicability of which his future operations depend.

The British Parliament, in addition to its other numerous and important functions, is a great national book manufactory. Every season the House of Commons issues a whole library of important works. The session of 1851 gave birth to no fewer than sixty folio volumes of Parliamentary papers, reports, &c. Of these sixty volumes, six contain public bills, fifteen consist of reports from committees, and nine of reports from commissioners. The other thirty volumes consist of accounts and papers, and are very valuable on account of the statistics which they contain. These and all other papers issued by Parliament may be obtained through any bookseller at a fixed and reasonable price. Some public libraries take the whole of these papers, as do nearly all the London journals and some of the provincial ones. The cost of a complete set for a year ranges from £12 to £14, according to the number of volumes issued.

Defeat of the Yacht America.—*Cowes, July 22.*—The match for the Queen's cup; course, round the Isle of Wight. The Arrow won, beating the Mosquito by two minutes, and the America by two minutes, three seconds.

The Round Church of Little Maplestead, formerly belonging to the Knight-Hospitallers of St. John of Jerusalem is in the hands of the builder to undergo complete restoration. The church is one of the four only remaining churches of England built by the Crusaders.

England.—The corn crops, under the influence of the present genial and much-desired heat, are rushing forward with amazing vigour, and afford every promise of an early and abundant harvest. The *Sherborne Mercury* says:—"We are sorry to say the potatoe blight has made some sad ravages in the neighbourhood of Weymouth, the stalks in many parts being completely decayed, and emitting a most offensive oder."

Ireland.—The crops are still healthy and abundant. Nothing can be finer than the potatoes, which are now generally brought into market large and well tasted and without any appearance of disease. We have a favourable report to make of all the agricultural crops. In some distant counties in Connaught a partial damage prevails; but it is only in isolated districts. The recent thunder storms have been attended with a few disastrous results in some parts of Ireland. They passed over Ulster without occasioning any very serious damage.

The New Parliament.—The Parliament will consist of—English and Welch city and borough members, 333; English University members, 4; English and Welsh county members, 159; Scotch members, 53; Irish members, 105; total, 654. The following have been elected representative peers for Scotland:—Lords Tweeddale, Morton, Home, Strathmore, Airlie, Leven, Selkirk, Orkney, Seafield, Saltoun, Grey, Sinclair, Elphinstone, Blantyre, Colville, and Polwarth.

It is confidently said that Sir Stratford Canning (who has just taken leave of his diplomatic responsibilities in Turkey) is now on his way home, to take the office of Secretary for foreign affairs, in the room of Lord Malmesbury.

The unusual occurrence of three officers resigning their commissions in the Royal Artillery took place in last week's *Gazette*. The United Service Gazette states that while the motives are various for adopting such an alternative, bill transactions, gambling, and other demoralising habits have led to the fatal result in some of these instances.

France.—The principal news from France relates to the tour of Louis Napoleon to Strasburg to inaugurate the opening of the new rail road. If Louis Napoleon was really Emperor no greater state could be adopted to give eclat to his progress through the departments.

The President reached Strasburg on the 18th ult., where extraordinary fetes and illuminations were prepared, and where a monster review and sham fight took plack. He was to return to the Capitol on the 21st ult.

Turkey.—Differances seem to have arizen between the French Consul at Tripoli and the Pasha, respecting the imprisonment and nationality of an Algerine Jew, both parties claiming as a subject of their respective nations. At Constantinople similar disputes seem to have caused somewhat serious differences. Both the French and English embassies have demanded reparation for studied insults offered to the franks. The subject as far as respects our own people has been laid before the English Government by a petition signed by 150 persons.

From Jamaica.—In late Kingston papers, we find but little news of general interest. Much suffering and many deaths have recently taken place on the island by small pox and measles; but at last accounts, both diseases had somewhat abated. The small pox had spread to such an alarming extent, that on the 14th, orders were given to the troops at Up-Park Camp, to remain within their barracks. Vaccination and cleanliness were doing much to allay the nauseous scourge, and it was hoped that it would be wholly abated in a short time.

Lieut. Cranford and the Officers of the Br. Steam vessel Alban, now at Jamaica, recently rescued the crew of an American barque, which was wrecked off the South American Coast, a service in which these gallant men displayed all the judgment, courage and humanity characteristic of our sailors, and for which they received the public thanks of the United States Government and of the American Commodore.

Barbadoes.—The crop for the present year is nearly closed up, the amount of produce shipped up to the 6th instant, reached 40,113 hhds., 2,365 trcs., 7,848 brls. Sugar. 20,398 pun., 268 hhds., 298 brls. Molasses. Since which the *Islander* has sailed with 575 hogsheads, 1 tierce, 3 barrels and 11 boxes sugar, more. There is a good deal of produce yet to be shipped, remaining in the stores in Bridgetown, and on the estate stancheons. Of the growing crop we hear generally good accounts.

The general health of the island has considerably improved. The epidemic diseases, chiefly cutaneous, which have been lingering on for some time, have nearly exhausted themselves.

Demerara.—The crop of the present year exceeds that of the corresponding portion of the past by nearly double the amount. The relative number of hogsheads exported, exclusive of the Berbice returns from the 5th of April, are as follows:—For 1851 to June 23d, 13,378 hhds. For 1852 to June 23rd, 25,706 hhds. Leaving a difference of 12,328 hhds. in favor of this year.

The Steamer Henry Clay.—The whole number of bodies recovered thus far is 72, of whom 43 are females, 15 males and 14 children. Eight persons are known to be still missing. The hull of the steamer has been raised by the derrick, but only one body was found under it, although men have been constantly engaged in dragging the bottom. The wreckers state that they brought up fragments of clothing while working with the grapples, which leads to the belief that more bodies will eventually be found.

The Coroner's Jury have returned a verdict to the effect that the death of all the persons lost was the result of an act perpetrated by John F. Tallman, captain and one of the owners of the Henry Clay; Thomas Colyer, another of the owners; and the officers of the Henry Clay. They have consequently all been arrested and held to bail in large sums, to answer to the charge.

Mr. Recorder Tillou, of New York, delivered a charge to the Grand Jury of the Court of Sessions, on Monday, in the course of which he said:—

"The recent appalling catastrophe on the Hudson river to a steam vessel of this city, said to be of the first class, plying between this and Albany, when crowded with passengers, with large numbers of our most respectable citizens and their families; in the vicinity of, nay close to and on the very shore, in open day, in calm bright weather, in a moment when those passengers had just cause to be under a full sense of perfect security, an event by which the aged, the feeble and the helpless, as well as the young and the strong, in large numbers and under agonizing circumstances, were suddenly taken out of existence; by which many families are plunged in suffering and affliction; many deprived of their support, of their relations and connections, husband and wife, parents and children, brothers and sisters forever separated—is proof too horrible to be disregarded, of the extreme necessity of a rigid examination into this subject."

The late Steamboat Tragedy.—That the whole trip was a desperate race, does not now admit of the shadow of a doubt; and that the accident was caused by racing, is equally clear. And when the fire took place, there was no man in charge of the *Henry Clay* who showed the slightest ability or self-possession, in saving the lives of the passengers. With ordinary capacity in a commander, and even the ordinary means of escape, not a life might have been lost. The boat was not headed to the shore in the proper direction—the passengers were sent aft, instead of forward—there were no small boats, no buoys, not even a line, to rescue the devoted victims from death, though the stem of the unfortunate steamboat was actually on land; and one gentleman testifies that he was for half an hour struggling in the water.

The whole transaction has justly fired the community with indignation against the owners and officers of the Henry Clay, and the public look with anxiety for the firm administration of justice in the case. We entertain the strongest apprehensions that the public indignation and the legal investigation will both end in smoke; and if the event should prove otherwise, we shall feel most greeably surprised.

It is true that the Coroner's jury, now sitting in Westchester county, ought to return a verdict of manslaughter against the guilty parties. It is also true that the District Attorney and the Grand Jury ought to follow up this verdict, and that a petty jury and a criminal judge ought to do their duty in the premises. But there is too much reason to fear that this case will terminate like the case of the Empire of Troy, the Greenwich avenue school house calamity, the Hague-street explosion, and the Staten Island tragedy. In none of these cases have the guilty been brought to justice, or even to trial. In the Hague-street case the jury acquitted themselves like men; but that was all we have heard of the matter since. In the Staten Island case we hear of no movement made by the District Attorney to indict the owner of the fatal bridge, and it is extremely probable we shall never hear a word about it. In the present case there will be so much sinister influence brought to bear in one or other of the legal channels through which it must pass, before justice is consummated, that we despair of seeing the laws of the land for the protection of human life vindicated.

The public feeling having found vent in burning words, no deeds will follow worthy of the dignity of offended justice. In a few days the excitement will subside, and other events will occupy the attention of this busy community. The burning of the Henry Clay will be forgotten; and the case will be allowed to go to sleep till another terrible catastrophe of the same description occurs, startling the public mind with "horror upon horror's head accumulated," and again bringing the bitter cup of sorrow and bereavement irreparable, to many a desolate home. This is a melancholy consideration in a great country, where the people emphatically make their own laws, and elect the officers to administer them. It is a reproach to our republican institutions, that, as they are at present administered in this State, life and property are less secure under their protection than under the laws of monarchical and despotic governments. When will this reproach be wiped away, and the majesty of the model republic of the world shine forth in its native purity and lustre—not only as a beautiful theory, but in the practical operation of those principles of public justice which are not less important to the well being of society than the possession of the largest liberty that has ever been enjoyed under any other form of human government?—*N. Y. Herald.*

Steamboat Accidents in the United States in 1852.

Jan'ry 9—Boiler of steamer Magnolia exploded at St. Simon's Islands, Georgia. 13 persons killed; 11 injured.
14.—Boiler af steamer George Washington exploded near Grand Gulf, Miss. 16 lives lost; 10 persons injured.
14.—Steamer Martha Washington burnt, near Memphis, Tenn. 5 lives lost.
23.—Steamer Pitzer Miller's boiler exploded, at the mouth of the White river. Several persons killed.
25.—Steamer De Witt Clinton struck a snag, near Memphis, Tenn. 40 lives lost.
31.—Steamer General Warren wrecked, at Astoria, Oregon. 42 lives lost.
Feb'y 14.—Steamer Caddo sunk, near New Orleans. 5 lives lost.
29.—Steam tow boat Mary Kingsland's boiler burst, below New Orleans. 5 lives lost; 3 persons injured.
Mar. 26.—Steamer Pocahontas collapsed her flues, near Memphis, Tenn. 8 lives lost; 18 persons severely scalded.
26.—Steamer Independence wrecked, in Matagorda Bay, Texas. 7 lives lost.
April 3.—Steamer Redstone's boilers exploded, near Carrollton, Ia. 21 lives lost; 25 persons injured.
3.—Steamer Glencoe, blew up at St. Louis. Number of lives lost unknown.
9.—Steamer Saluda's boiler exploded, at Lexington, Mo. 100 lives lost.
11.—Steamer Pocahontas burnt, near Choctaw Bend. 12 lives lost.
25.—Steamer Prairie State collapsed her flues, on the Illinois, killing and wounding 20 persons.
May 19.—Steamer Pittsburg's cylinder heads broken, killing 1 and injuring 3 persons.
June 14.—Steamer Forest City collapsed a flue, at Cleveland. 3 lives lost.
July 5.—Steamer St. James' boiler exploded near New Orleans. About 40 lives lost.
12.—Propeller City of Oswego run into by another steamer, near Cleveland, and sunk. 20 lives lost.
28.—Steamer Henry Clay burnt, near Yonkers, on the Hudson. About 80 lives lost, and about 20 more or less injured.

THE MELANCHOLY RESULT IN FIGURES.

	Number of steamers.	Lives lost.	Persons injured.
January	6	116	21
February	2	10	3
March	2	15	18
April	5	143	35
May	1	1	3
June	1	3	—
July	3	110	20
Total	20	428	100

New York Herald.

From Washington.—Mr. Crampton has undertaken to procure a suspension of the order, respecting the Fisheries, and Mr. Webster so writes to the President. Both the British Minister and the Secretary of State will be in Washington for a few days. If Mr. Crampton's wishes are carried out, there will be a suspension of catching the fishing vessels.

The vote in the House upon Mr. Evans' amendment to the Appropriation bill, establishing a light-house duty on foreign vessels, is a proof of the feeling of that body in regard to England. It was carried, 64 to 52, and with a view to annoy England, notwithstanding the opinion expressed by Messrs. Bayly, Brooks and others, that it conflicted with commercial treaties.—*N. Y. Express, 5th inst.*

Mr. Sands Alive.—*Syracuse, Aug.* 4.—The report going the rounds of the papers that Mr. Sands fell and broke his neck is not true. He performed this afternoon at the Circus in Oswego.

Destructive Fire in Savannah.—*Savannah, Aug.* 3.—A destructive fire occurred this afternoon, by which from 60 to 70 houses were burned. Hundreds of persons are without homes, in the western part of the city known as South Oglethorpe. All the houses were of wood, and principally old. Loss $75,000.

Relief for the poor sufferers by the Fire in Montreal.—A further remittance of fifteen hundred dollars has been made to the Chairman of the Relief Association of the city of Montreal, for the needy sufferers by the fire, which, with the remittances previously made, makes the sum of sixteen thousand five hundred dollars.—*N. Y. Express.*

The hay crop is light throughout NewEngland, so far as our knowledge extends, and the same may be said of the Eastern portion of New York. The drought has also materially affected the potato crop, and prices are unprecedentedly high for this season of the year. Indian corn looks better, but has suffered more or less. Early potatoes are too far advanced to be much benefitted by rain, even if it should now come. The showers which we have had occasionally of late, would have sufficed, were it not that the ground was like an ash heap, for many inches in depth. Fortunately our country is a broad one and crops various. The grain crops, taking the country at large, have seldom been better.—[N. Y. Jour. of Commerce.

The following letter from Mr. Crampton to Mr. Webster, has been communicated to Congress, by President Fillmore. It caused considerable discussion in the Senate, from Mr. Cass, Mr. Davis, and others.

Washington, July 5, 1852.

Sir,—I have been directed by Her Majesty's Government to bring to the knowledge of the Government of the United States a measure which has been adopted by Her Majesty's Government, to prevent a repetition of the complaints which have so frequently been made of the encroachments of vessels belonging to citizens of the United States and of France, upon the fishing grounds reserved by the Convention of 1818. Urgent representations having been addressed to Her Majesty's Government by the Governments of the North American Provinces in regard to these encroachments, whereby the Colonial Fisheries are most seriously prejudiced, directions have been given by the Lords of Her Majesty's Admiralty for stationing off New-Brunswick, Prince Edward's Island, and in the Gulf of St. Lawrence, such a force of small sailing vessels and steamers as shall be deemed sufficient to prevent the infraction of the Treaty. It is the command of the Queen that the officers employed should be specially enjoined to avoid all interference with vessels of all friendly powers except where they are violating the treaty, and upon all occasions to avoid giving grounds of complaint by hasty or unnecessary proceedings, where circumstances compel their arrest or seizure.

I avail myself of this opportunity to renew to you the assurance of my high consideration.

(Signed) Jno. F. Crampton.

The Fisheries.—The questions in controversy, are purely questions to be settled by negotiation between the two Governments, and not by an unequal contest between American fishing vessels and British cruisers, and any unnecessary excitement on either side will tend rather to impede than to facilitate an adjustment.—*Boston Daily Ad.*

The B. N. American Fisheries.—The subject upon which we are writing, and which has recently engrossed the attention of the American public and the United States Congress, looms high and far above every other question at present before the Colonial public. We take some credit to ourselves for having worked up the "protection to the Fisheries," to its present importance. For years past we have zealously laboured to impress upon the community the necessity of preserving, for our interests, the valuable Fishing grounds with which the British Provinces are every where surrounded. The value of these to our Republican neighbours will be best understood when it is known that this productive branch of industry alone employs *twenty one hundred* sail of American vessels, manned by *thirty thousand* men, and the capital invested is stated at $12,000,000. Up to the present period the Americans have employed unlimited privileges on our reserves. As Colonists we have been unwearied in our exertions to obtain reciprocal trade with our natural customers—the Americans; but while our reasonable requests have been respectfully entertained they have been unnecessarily postponed. Under these circumstances we would be the veriest dotards in existence did we not turn round and protect ourselves. In doing so we shall teach both the mother country and the United States a wholesome lesson. The Colonists of British North America are not "humble suitors," to be coaxed by the authorities at home, or overawed by foreign governments. The question of the fisheries is purely a Provincial matter and must be dealt with irrespective of the peculiar relations between England and the United States. Our privileges have been too long pampered with to be further subjected to the whim and caprice of a British Minister who may, if he choose, make them convenient to negociate more favorable terms for the admission of rail-road iron or cotton textiles into the American market. What the Colonies require is full and fair reciprocity, and until this reasonable request is granted we shall go in for the most stringent protection for our Fisheries that our financial condition warrants.—*Nova Scotian.*

The Fishery Excitement.—No national wrong has been done America by Great Britain protecting the rights of her people. America would have done the same. We therefore cannot believe that American statesmen will afford evidence to the world of their country's want of national honor;—its justification of the violation of its treaties, and breach of public faith, by rushing madly into war with Great Britain for doing that which she is bound to do, and is justified in doing by the treaty of 1818; that which America to her honor has always done and will ever do—protect her subjects when rights secured to them by treaty are attempted to be violated by the subjects of the contracting power. We have too high an opinion of the American people not to believe that, however excited they may be at present on the subject, yet that when they calmly consider its whole bearing this excitement will subside, and the two nations continue to progress in that harmony and good feeling which should ever subsist between two great nations, so entwined by blood, commercial intercourse, and high standing among the nations of the world.—*Halifax Colonist.*

Reciprocal Trade and the Fisheries.—Our Merchants *repudiate* the idea of surrendering our Fishing Privileges for Reciprocal trade—justly deeming *Free Trade a fair equivalent for Free Trade*; and that our Fisheries must be retained as the inalienable right of the people of this colony—a right or possession never to be given up on any pretence whatever.

We are gratified to know that for the effectual protection of our Mackarel Fishery, the controversy about a line drawn from headland to headland will not come into dispute in any manner whatever. If the Americans are strictly kept outside of the limits of three miles from land, which they themselves recognize as the boundaries of the treaty, *they cannot take a single Mackarel*, because this fine fish invariably skirts close to the shore, and cannot be "trolled" out with bait while the Americans are kept 3 miles off.

It should also be known widely, that for many years past, American Fishermen who catch Mackarel, *fraudulently* obtain a bounty by fitting out under a Cod License, under which, *only*, a bounty can be *legally* obtained in the United States. They should therefore catch their cod—pocket the bounty—and let our mackarel alone.—*Halifax B. N. American.*

Off to the Diggings.—Go where you will, everybody appears to be going "off to the Diggings," and everybody is in immediate want of outfits and passages. There are 60 young men rushing frantically away from their employers' counters in St. Paul's-churchyard, there are at least as many more longing to follow them.—Fully five score of both sexes have bid adieu to Oxford-street and High Holborn; and it is computed that quite 110 have migrated from the warehouses about Cheapside and Cripplegate.—Then, there is the Old Lady of Threadneedle-street. She has furnished a respectable quota of clerks on £80 a-year, who are thirsting to handle the pick and the spade. I can't say how many youths at the custom-house and the docks have drawn their last quarter's-salary, and are now expending the amounts in Guernsey shirts, canvas trousers, American boots, and wide-awakes. Legions of bankers' clerks, merchants' lads, embryo secretaries, and incipient cashiers; all going with the rush, and all possessing but faint and confused ideas of where they are going, or what they are going to do; beg of hard-hearted ship brokers to grant them the favor of a berth in their last advertised teak-built, poop-decked, copper-bottomed, double-fastened, fast-sailing, surgeon carrying emigrant ship for Australia.—*Dickens' Household Words.*

Statistics of Liberia.—The Missionary Magazine for July, among other statistics of Liberia, states the inhabitants at 300,000, among whom about 7,000 may be regarded as civilised. There are more than two thousand communicants in the Christian churches, more than 1,500 children in Sabbath schools, and 1,200 in day schools. Communicants in the Missions on the Gold Coast, about 10,000. Attendants at day schools in the same about 11,000. Funds have been raised in the United States for education to the amount of $50,000.

The Power of Example.—"A boy once went to a Ragged-school, and had his face washed; and when he went home his neighbours looked at him with astonishment. They said, 'That looks like Tom Rogers, and yet it can't be, for he is so clean.' Presently his mother looked at him, and finding his face so clean, she fancied her face was dirty, and forthwith washed it. The father soon came home, and seeing his wife and son clean, thought his face very dirty, and soon followed their exmple. Father, and mother and son, all being clean, the mother began to think the room looked dirty, and down she went upon her knees and scrubbed that clean.—There was a female lodger in the house who, seeing such a change in her neighbours, thought her face and her room looked very dirty, and she speedily betook to the cleansing operation likewise. And very soon the whole house was, as it were, transformed, and made tidy and comfortable, simply by the cleansing of one Ragged-school boy."—[Speech of J. Payne, Esq., London.

Origin of the Cholera.—At a recent religious meeting held at Exeter Hall, a gentleman of authority stated the undeniable fact that the tax levied upon salt by Warren Hastings, during his tyrannical rule in India, was the cause of the Asiatic cholera—a disease that has spread its poisonous, putrid breath over the world, and sent millions to the grave. The cholera was unknown before the period alluded to, and made its appearance immediately following the edict which deprived the lower castes of Hindoos of a healthful ingredient in their food.

The Queen of Tahiti maintains her christian character amid the difficulties that surround her. Many youthful converts have been added to the Tahitian Churches recently, and four well-trained native pastors have been ordained, in parts of the island not yet subject to French control, over native churches.

Was not this a Dainty Dish to set before a King?—Whilst the King of Prussia and the Empress of Russia were at Coblentz, a butcher presented them with a sausage thirteen feet long, containing all sorts of sausage meat, and terminated with a pig's head. Their majesties laughed heartily at the strangeness of the gift, but kindly accepted it.

A large number of deaths from cholera have taken place at Buffalo and Rochester, New York.

☞ The Public are respectfully informed that the Rev. J. C. Galloway, A. M., is expected by the steamer *Admiral*, on Tuesday the 10th inst., on a delegation from the Colonial Society in connection with the Congregational Denomination in England.

A Public Meeting will therefore be held in the Congregational Chapel, Union Street, on the Evening of the 10th inst., for the purpose of hearing addresses from Mr. Galloway, the Rev. F. Tomkins, A. M., of Gorham College, Liverpool; the Rev. J. Peart, Musquodoboit, N. S., and other Ministers now attending the annual meeting of the Congregational Union of Nova Scotia and New Brunswick, which began its sittings yesterday in the Chapel, Union Street 10th Aug.

MARRIED.

On the 31st ult., by the Rev. R. Wood, Miss Deborah Scovil Wiggins, fifth daughter of Mr. Wiggins, of Waterborough, to Mr. James William Cody, of Johnston.

At Trinity Church, Liverpool, N. S., on the 20th ult., by the Rev. E. B. Nichols, A. M., the Rev. D. W. Pickett, A. B., of Kingston, N. B., and Helen, youngest daughter of the late Jos. Boyle, Esquire.

At Wallace, N. S., by Elder W. G. Parker, on the 12th inst., Mr. William Mills, of Goose River, to Miss Mary O'Brien, of Wallace, Cumberland County.

At Gaspereaux, Westmoreland, N. B., by the same, Mr. William Bent, of Amherst, N. S., to Eunice, eldest daughter of John Bent, Esq.

At St. Philip's Church, Liverpool, on the 18th July, Mr. Wm. Henry Leavitt, of this City, to Anne, only daughter of Mr. Philip Crelin, of Liverpool.

DIED.

On Saturday last, after a tedious illness, John, son of Mr. John Scott, Branch Pilot, aged 10 yrs.

On Monday evening, Richard Fallis, aged 17 years and 7 months.

On Wednesday evening, Kate, infant daughter of the late Barzillai Ansley, Esq., aged one year and seven months.

On the 4th inst., Mrs. Martha Ross, wife to Mr. John Ross, of this City. Her end was peace.

On Friday morning, 6th instant, after a short but severe illness, which she bore with pious resignation to the Divine will, Mrs. Mary Fitzmaurice, widow of the late John Fitzmaurice, of Windsor Road, Nova-Scotia, in the 79th year of her age.

On Monday, Thomas P., infant son of Mr. Thomas Marter, of this city, aged nine months.

At Carleton, on Tuesday morning last, after a lingering illness, Mr. William Laskey, in the 67th year of his age, a native of this Province.

On the 31st ult., Anna Maria, only daughter of Mr. Reuben Farnham, aged 4 months.

In Portland, on Wednesday last, Mr. Hugh Campbell, Ship Carpenter, leaving a wife and family to mourn their loss. His death was the result of injuries received by a fall on the preceding Monday—a plank on which he was at work on a new ship in Mr. Briggs' yard, having given away.

At Hampton, King's County, on the 4th instant, Mrs. Sarah M., wife of Mr. Henry Forester, aged 27 years.

After a short illness, at St. Martins, on the 22d ult., Hannah, wife of Deacon Ebenezer Vaughan, leaving a husband, with two children, and a large circle of relatives and friends, to mourn their bereavement.

At Hopewell, Albert Co., on the 28th ult., Isabella Margaret, daughter of John McAlmon, Esq., aged 2 years and 8 months.

At Sussex Vale, on the 30th ult., Catherine Elizabeth, eldest daughter of William Stone, Esq., aged 18 years. Her end was peace