The Observer.

SAINT JOHN, SEPTEMBER 24, 1850.

RAILWAY.—We learn that about Five Thousand Pounds have been put on the Book since Saturday, making about £40,000 subscribed in the City to this date.

An enthusiastic Meeting was held at Sussex Vale yesterday, at which Messrs. William Wright, J. H. Gray, and James Macfarlane, from this City, attended. A right of way was signed by all present, and it was the general opinion that the land required would be freely given along the whole line. A liberal subscription was made, but we have not learned the amount.

THE STEAMERS.—The steam ship *Canada*, Capt. Harrison, arrived at Boston on Tuesday last, at 40 minutes past 12 o'clock, noon, having accomplished the entire voyage from Liverpool to her wharf at East Boston, in the space of ten days and forty minutes, being the shortest passage ever made between the two ports,—and beating the shortest trip of the *Asia* to Boston, by *five minutes*;—the Asia's quickest trip was in May last, and occupied ten hours and forty-five minutes.

The Collins' steam ship *Pacific*, Capt. Nye, arrived at New York on Saturday evening last, in 10¼ days from Liverpool, being the shortest trip yet made between those ports; shorter by several hours than the late passages of either the Asia or Atlantic to New York.

The steam ship *Hibernia*, 45 hours from Boston, for Liverpool, arrived at Halifax on Friday morning, and after receiving the mails, &c. proceeded on her voyage.

The steam ship *Asia*, will leave New York tomorrow, for Liverpool, direct. And the *Niagara*, now ten days out from Liverpool, with the mail of the 14th inst., will proceed direct to New York, without touching at Halifax.

The next steamer from Liverpool to Halifax, will be the *Cambria*, with the mail of the 21st instant.

The withdrawal of the New York Mail Steamers from Halifax is, of course, caused by the successful competition of the Collins' line from New York to Liverpool, which renders it necessary that the English Boats should also run direct between the two ports. The alteration will be a great loss to Halifax, while it will virtually deprive us of half our English Mail privileges; as henceforth the usual Mail for the Boston line, via Halifax, will be made up in St. John on alternate Tuesdays, as heretofore; while the Mail for the New York steamers will also be dispatched on the very next Wednesday evenings: rendering the latter of very little use to correspondents in this Province. We trust the Legislature of the lower Provinces will protest against this change in the route of the steamers.

It is stated in some of the English papers that the Home Government design to withdraw the Military from the Colonies, unless their expenses are defrayed by the Colonies themselves. If this really be the intention of the Government, we shall soon hear more of it:—the report of such an important movement certainly requires confirmation, before it can readily be believed. The Colonies are quite unable to assume so great a burden as it is thus said is about to be proposed to them.

CAN THIS BE SO?—The Halifax *Recorder* of Saturday last says—"We have heard that the Colonial Secretary has acquainted our Government that he will rather oppose than do anything to promote the erection of a Railroad through these Provinces. There is also a rumour flying about to the effect that his Lordship warmly reprehends the circumstance of a member of the Provincial Administration having attended a recent Convention in a foreign State.—"These are the times that try men's souls!"

LIBEL.—Week before last, an action for libel, brought by J. T. Williston, Esquire, against Mr. Pierce, Editor and Proprietor of the Miramichi Gleaner, was tried at that place, before His Honor Judge Parker. The libel was contained in an advertisement, under the signature of John Hea, calling the attention of the Freeholders to an Election Card of Mr. Williston, and making certain charges against him. Mr. Williston laid his damages at £1000. The Jury gave him *Ten Pounds!* The plaintiff's case was conducted by J. A. Street, Esq. Mr. Pierce was ably defended by John M. Johnson, Jun. Esquire, one of the newly elected Members for Northumberland County. Surely the people of Northumberland will make up the amount of damages and costs to Mr. Pierce, that he may not be a loser by the transaction.

GENERAL TOM THUMB.—The original and world-renowned General Tom Thumb, who has received the most distinguished marks of Royal favour from Her Majesty Queen Victoria, and nearly all the other crowned heads of Europe, and whose levees have been attended by all the principal nobility, and millions of the people of the old and new worlds, (who have universally testified their gratification at his exhibitions,) is to make his first appearance in this City on Saturday next. We presume that our citizens will gladly embrace the opportunity, of paying their respects to so uniquely great a little man; and that his receptions will be attended by crowds of admirers of exalted genius in a diminutive body.—For full particulars of the General, and his performances, &c., we refer our readers to the advertisement in another column.

POSTPONEMENT!—Gen. TOM THUMB, who was expected to arrive in this City on Thursday morning next, in the steamer *Fairy Queen*, from Portland, in consequence of an accident to that steamer, will not arrive until FRIDAY night. The General will commence his Levees at the Mechanics' Institute on Saturday afternoon, at 3 o'clock.

The Steamer *Fairy Queen*, which left here yesterday morning for Portland, Me., reached no further than Eastport; a floating stick of timber having become entangled in one of her wheels, which destroyed the floats; and thus compelled her to return to St. John. She arrived here early this morning. Her passengers remained at Eastport to join the Admiral.

TEMPERANCE CELEBRATION.—A Grand Demonstration was made at Fredericton on Thursday, by the Sons of Temperance, who congregated in large bodies from the neighbouring country and from this City. That portion which left here, consisted in number of about 1000 persons, leaving on Wednesday in the steamers *St. John* and the *Reindeer*, the boats being crowded to excess; and many returned, fearing much inconvenience therefrom. The Sons formed in procession and passed through the principal streets of Fredericton, headed by the fine band of the 97th Regiment; and in the evening a Soiree was held at the new Temperance Hall. We learn that the whole affair was well conducted, and passed off with much satisfaction.—*Chron.*

A Demonstration of the Sons of Temperance is to take place at Sussex Vale to-morrow. A long train of Coaches, Waggons &c., filled with members of the Divisions in this City, left town this morning for Sussex, to be present at the interesting celebration. A number of addresses will be made.

We regret to have to record in our obituary list to-day the death of Mr. GEORGE TAYLOR, which event was as sudden as it was unexpected. He had been engaged during the week in collecting subscriptions for the Railway, and almost up to the moment of his demise, he was engaged in his usual avocations. Mr. T. has been doing business as a merchant in this City for a number of years past, and his mild and unostentatious manners had gained him the respect of his fellow-citizens generally. His useful life was terminated by a fit of apoplexy.—*New Brunswicker.*

H. M. Brig *Helena*, 16 guns, Commander DeCourcy, arrived in our harbour yesterday, from Halifax, for the purpose of going into dock.—*B.*

Yankee boots and shoes are now imported into the port of London.

All the Church yards in London are to be closed for ever after July 1st, 1851.

RAILROADS.—We publish the following account of a Railway Meeting held in Hamilton, C. W.—It may not be generally known that the Provincial Government of Canada takes half the Stock, or rather furnishes half the money for any Railway that may be constructed in Canada, so soon as the other half of the Stock is taken up. Acting on this, a Railway has been projected to unite Lake Huron with Lake Ontario, by a line from Sandwich to Hamilton, a distance of 240 miles. Hamilton has commenced by assessing the City for One Hundred Thousand Pounds, and the Railway is to be built by each Township through which the line passes assessing a proportionate amount.

Railroad Meeting at Hamilton.—A great Railroad Meeting, composed of all shades of parties, took place at Hamilton on the 26th ult., which was marked by the greatest unanimity of feeling.

The Meeting was organized by the Mayor being called to the Chair, and C. A. Sadlier, Esq., requested to act as Secretary. The Mayor then read the Requisition and the By-Law embodied therein, which had been duly advertised in all the city papers, according to the requirements of the Act.—He then proceeded to remark the importance of giving the matter the most careful attention and consideration, and explained the peculiar features connected with the question to be then decided.—After which the Sheriff of the United Counties rose, and, in a very satisfactory speech, proposed the first Resolution, which was seconded by James Walker, Esq., and carried *without a single dissentient voice*, as were all the others. The movers and seconders of the several resolutions addressed the meeting with good effect, as did also Sir Allan MacNab, who did not appear to have suffered much from his late Parliamentary campaign.

Moved by E. C. Thomas, Esq., Sheriff, and seconded by James Walker, Esq.:

Resolved, That the By-Law embodied in the Requisition calling this Meeting, be, and the same is hereby adopted and recommended to the Common Council of this City, that is to say, in the following words:—

Whereas by an Act passed in the present Session of Parliament, intituled "An Act to empower Municipal Corporations to subscribe for Stock in the Great Western Railroad Company, or otherwise to aid in completing that undertaking," the Common Council of the City of Hamilton are authorized and empowered to subscribe for any number of Shares in the Capital Stock of the said Company, and to issue Debentures payable at such times and for such sums with or without Interest, as the said Committee shall think meet.

And whereas the said Council, by and with the consent first had and obtained of a majority of the qualified Electors of the said City of Hamilton, present at a meeting duly called for that purpose by public advertisement, containing a copy of this By-law in the manner by the said Statute provided, have agreed to subscribe for 4000 Shares in the Capital Stock of the said Company,

Be it therefore enacted by the Mayor, Aldermen and Commonalty of the City of Hamilton, in Council assembled, by and with such consent so obtained as aforesaid, That the Mayor be authorized, and he is hereby authorised and empowered to subscribe for and on behalf of the City Council for 4000 Shares in the Capital Stock of the said Company.

And be it enacted, That the Mayor for the time being shall have power, and he is hereby authorised and required from time to time to issue Debentures in payment thereof, in sums of not less than £25, in the same proportions and at the same times as the calls upon the Stock shall be made answerable in the case of other Shareholders.

And be it further enacted, That the said Debentures shall bear Interest from the date thereof, at and after the rate of six per cent. per annum, payable at the Office of the Chamberlain, half yearly, on the first day of November and the first day of May in each year, and shall be signed by the Mayor and countersigned by the Chamberlain, and shall have coupons attached thereto for the said Interest, initialed by the Mayor and Chamberlain.

And be it enacted, That the Debentures to be granted shall be payable as follows, that is to say:

The sum of £2500 on the first day of November, 1856, and the like sum in each year thereafter until the first day of November, 1860, inclusive.

The sum of £3000 on the first of November, 1861.

The sum of £4000 on the first of November, 1862.

The sum of £5000 on the first of November, 1863

The sum of £6000 on the first of November, 1864.

The sum of £7000 on the first of November, 1865.

The sum of £12,500 on the first of November, 1866.

And be it enacted, That for the payment of the said Debentures there shall be levied and raised, upon the whole Rateable Property within the said City of Hamilton and the Liberties thereof, a special Rate in each year over and above and in addition to all other Rates whatsoever, as follows, that is to say, in each year until the year 1855 inclusive a Rate of 1s. in the £.

During the years 1856, 1857, 1858, 1859, 1860, a Rate of 1s. 3d. in the £.

During the years 1861, 1862, 1863, 1864, 1865, a Rate of 1s 6d. in the £.

During the years 1866, 1867, 1868, 1869, a Rate of 2s. in the £.

And in the year of our Lord 1870, if the said debt shall not have been paid and discharged previously, a Rate of 6s. 4d. in the £.

Provided always and it is hereby enacted, That the City Council shall not at any time or times hereafter sell or dispose of the said Shares or any of them except for the purpose of buying in or liquidating said Debentures, or otherwise securing the due payment thereof.

CHEAP TRAVELLING.—It may not be generally known how cheap and expeditious the travelling has become this season between Annapolis and Halifax, and the intermediate places, owing, as we are informed, to the opposition that has been introduced there by the Messrs. King, of this Province, who are well known here as the contractors for the Express English Mails, which service has been well executed in their hands. They are also the contractors for conveying the mail between Annapolis, Kentville, Windsor and Halifax, by which means they have been enabled to reduce to less than one-half of the former rates, the charge for passengers travelling between the places mentioned, which is now so low that it presents a strong inducement at this time of the year to parties from our side of the Bay going over and seeing that part of Nova Scotia, which has been called its garden. The charge from Annapolis to Halifax, by King's line, is only 17s. 6d. From Windsor to Halifax it is only a dollar, and at this rate the travelling has fully doubled, there being frequently as many as forty going per day.—*Courier.*

HOUSE BREAKING.—On Saturday night, 14th inst. an attempt was made by some robbers to enter the premises of Mr. George Carvill, Brunswick Terrace. The attempt was made at the rear of the house, and the servant man, hearing the noise, stepped out of the front door, intending to catch the robbers on their retreat, when he was caught by several persons and so severely beaten as to be left insensible. The Thieves then made off, and no clue has been found to their discovery.—*Chron.*

GREAT SQUASH.—A Squash was growing in the garden of Hon. C. Prescott, at Cornwallis, a few days ago, which measured 5 feet 7 inches in circumference.

A West Newbury farmer planted this season eight acres of potatoes, manuring six acres of them with plaster or gypsum, in the hill, and omitting it on two acres. The six acres have turned out all sound potatoes, while the whole two acres have been entirely destroyed by the rot.

Over six hundred packages of American manufactured goods were sold at auction at Montreal, the other day. It was the first sale of the kind that was ever had there, and went off in good style, there being many and spirited bidders, and the total proceeds were about $50,000.

Father Mathew was to leave Little Rock for Memphis on the 17th ult. His health had much improved, and he intended to proceed to St. Louis and thence to other cities and towns of the West.

NEW SHIP KOSSUTH.—On Saturday last, the splendid new three-decker ship *Kossuth*, lately launched from Mr. Sime's yard, near Indian Town, was towed through the Falls, fully rigged. The Telegraph wire was lowered into the water to allow her to pass.

MELANCHOLY ACCIDENT.—A laboring man named Owen Broderick, working on board the new ship *Roscoe*, lying at Merritt's Wharf, fell from the ladder which was placed from the vessel to the wharf, while proceeding to dinner on Wednesday, striking his head against the fender, and falling into the water, when he sunk. It is supposed that he was killed by the fall. We learn that he was an industrious man, and has left a wife and family, whose unfortunate case we would recommend to the notice of the charitable in our city.—*Newbrunswicker.*

MEDAL FOR GOOD CONDUCT.—On Thursday last the companies of the 97th Regiment, and the Royal Artillery stationed in this garrison, were paraded in the square in front of the officers' quarters, when Alexander Whitelow, late of First Royal Regiment, was presented with a medal for good conduct. The commandant of the garrison affixed the honourable testimonial of merit to the breast of the discharged soldier, who is now a resident in this City.—*Fred. Head Quarters.*

ORDINATION.—An Ordination was held in St. Paul's Church in this city, on Sunday morning the 8th inst. by the Lord Bishop of Fredericton, when the following gentlemen were admitted Deacons,—Messrs. William Stewart, B. A., Foster Hutchinson Almon, B. A., and John Shaw Smith, B. A., all of King's College, Windsor; and the Rev. George Wm. Hill, B. A., King's College, Windsor, Deacon, was admitted to the order of Priesthood.—*Halifax Church Times.*

Vice Admiral the Earl of Dundonald returned from a visit to the Eastern coast of the Province, on Wednesday evening, by H. M. Brig Sapphio. His Lordship left town last week, accompanied by the Hon. S. Cunard, for Pictou, where he embarked in the Sappho, and set out on a visit to the various harbors between Pictou and Whitehaven, in order to determine, by actual examination, the best situation for the terminus of a grand railway through this Province.—*Halifax Recorder.*

REWARD OF INTREPIDITY.—A printer's lad named Horton, who received a silver Medal from the Mechanics' Institute last winter, for saving three persons from drowning, at great risk to himself, was presented on Wednesday last, by the Hon. Saml. Cunard, with a Medal and £5 sterling, awarded by the Royal Humane Society. The Rt. Hon. Earl of Dundonald, and several other distinguished Naval and Military Officers were present, highly applauding his humanity and bravery.—*Halifax Wesleyan.*

RAILROAD INTELLIGENCE.—We give, in another column, Resolutions passed at Public Meetings in the County of Annapolis—at Bridgetown, Annapolis Royal, and Granville. The proceedings at all these meetings tend to one object—a convention of the Western Counties to defeat the Resolution unanimously adopted by the citizens of Halifax for making the Nova Scotia section of the "European and North American Railway" a Provincial undertaking. The course pursued by the constituency of Annapolis, is not only narrow and selfish, but it is also unwise. If they would have Railways piercing their beautiful valley, and bearing its products to Victoria Beach on the one side, and the Capital on the other, they should cordially co-operate with the friends and promoters of the European and North American Railway. Give us a Railway running through Nova Scotia, New Brunswick and Maine, connecting us with all the great American Cities, making Halifax the terminus of Railway transit and Steam Navigation, and the West will not be long without her lines of Railroad also. But let the views of the people of Granville, Annapolis, and Bridgetown prevail, and years will elapse before we have a mile of Railway—and our population, in time to come as in time past, will occupy an inferior position, and be looked down upon as an inferior race, by the more active, spirited, and energetic people of the neighbouring Republic.—*Nova Scotian.*

CANADIAN BOARD OF WORKS.—Mr. Assistant Commissioner Bourret is now in Quebec, and is to be followed in a few days by Mr. Chief Commissioner Merritt. We understand that these officials are about to visit the Temiscouata Portage, and Trois Pistoles and Madawaska Rivers. It is proposed here to form a Canal, by which the St. Lawrence and St. John Rivers will be connected, thus giving an uninterrupted inland water communication between the great Lakes and the Bay of Fundy, a work the importance of which it is impossible to over-estimate. We presume that New Brunswick will bear her share with Canada in this expense, and we have sufficient faith in Mr. Merritt's capacity for business of this sort, to believe that he will take care the work is properly constructed.—*Montreal Courier.*

CHILDREN IN THE WOODS.—On Tuesday evening last, three young children between the age of 3 and 5 years, were lost in the woods, near the dwellings of their parents on the Cow Bay road.—The alarm was given in town on the morning of Wednesday, when our townsmen, to the number of about 90, with praiseworthy promptness, turned out, and sought the missing ones through the dense and intricate mazes of the forest. Parties went north, south, east, and west, so as, if possible, to overtake them before exhaustion should deprive the lost little ones of life. A party of two—Mr. Matthew Oliver and Mr. John Callaghan—took a direction about due north, from the house of Lynch, the parent of two of the children—the third being the child of his neighbour Keane, and after travelling through dismal swamps of alder bushes, and low brushwood, a distance of three or four miles, heard the cry of the little sufferers; and by prudently keeping silent themselves, lest the children should cease crying, and the trace of them thereby be lost, they soon came up to where they were seated, without shoes or hats, and drenched with and shivering from the heavy rain that had fallen that morning, and completely exhausted. They appeared in great grief and quite bewildered at their strange position. A little dog of Mr. Oliver's had reached them some minutes before, from which the oldest, said he knew that some person was near. Joy gladdened the hearts of the parents of those poor little ones, when they found them restored—and pleasure lighted up the countenance of all who had heard of the melancholy circumstances of three little babes, (we might almost call them,) being lost, and exposed during a night and a heavy rain, in the forest. We were informed by one of the parties who discovered them, that language could not express the delight of his heart at finding them safe and together. Every praise is due to those who made so expeditious and careful a search. Had they been exposed another night—death in all probability would have ensued.—*Cape Breton News.*

SHOCKING ACCIDENT.—One day last week, the schooner Lark, Masters, bound for this port, was lying at Hantsport, seven miles from Kempt, N. S. A miserable leaky boat left Kempt, containing eleven passengers, among them six children, (to be put on board the Lark) and two boatmen. They had hardly got half a mile from the shore, when the boat filled and sunk. The six children and two boatmen were drowned. The mother of the children and four male passengers were saved—but in what manner, Capt. Masters, (our informant) did not learn. The boatmen's names were Brown and Spearing; the children were all of one family, and with their mother, were on their way to this City, to join their father, whose name is Ingham Macomber—a workman on some rail road in this city or vicinity—whom, up to the writing of these particulars, it has been impossible to find—and who will probably be first apprised of the dreadful death of his whole family of children by reading this article.—*Portland Argus.*

ENGLISH NEWS.

The *United Service Gazette* has "reason to believe that a circular will shortly be issued by the Colonial Secretary to the several Colonial Governments to the effect that, in future, each Colony must support its own military establishments, or the authorities at home will deem it expedient to withdraw their protective force.

The *United Service Gazette* understands that it is in contemplation to carry into effect, by the next meeting of Parliament, a further reduction in her Majesty's forces.

Two regiments are to be withdrawn from Canada, leaving only one each at Quebec, Montreal, Toronto, and Kingston. The Royal Canadian Rifles are to do the principal duty in Upper Canada.

THE ORION.—The trial of the master and mates of the steamer Orion, which was lost in June last on the coast of Port Patrick, has taken place before the High Court of Justiciary, of Edinburgh. The jury found the Captain guilty of "culpable neglect of duty," and the second mate guilty of "culpable and reckless neglect of duty." Thomas Henderson, the captain, was sentenced to eighteen months imprisonment; and John Williams, the second mate, (who was in charge of the watch at the time of the disaster,) to seven years' transportation. The first mate was not on duty at the time of the wreck, and was acquitted.

An equestrian statue of the Queen is about to be erected in Glasgow,—the first equestrian statue of a woman in Great Britain.

The Queen has appointed commissioners for inquiring into the state, discipline, studies, and revenues of the Universities of Oxford and Cambridge.

Several of the students at the Royal Military Academy at Woolwich have been expelled on charges of a nature which will not bear to be published.

No less than 404 persons are about to be put upon their trial at Bavaria, accused of having taking share, more or less, in the armed rebellion of last year.

Among the passengers by the West India mail-packet Avon, arrived at Southampton, were three grisly bears from California.

It is said that Turner, the eminent painter, who is reported for the vacant chairmanship of the Royal Academy, has realized not less than £500,000 by his brush.

The mail steamer Avon, which arrived at Southampton on the 1st inst., with the West India mails, brought 52 passengers and $1,420,377 in specie, of which more than half was from Valparaiso and Lima, $367,000 from California, and the rest from Carthagena and other parts. Of the above amount $704,019 was in silver, and $716,158 in gold.

The *Inflexible*, steam sloop, and *Albion*, steam tender, both for service on the North American and West India Station, remained at Devonport 20th ult.

Lord Lyndhurst has undergone an operation for the recovery of his sight, with such decided success, that his lordship expects to resume his place in the upper house next session.

MISSIONARIES.—The number of missionaries despatched from England are:—By the Church Missionary Society for converting Jews, 78; for the Propagation of the Gospel in Foreign Parts, 334; Wesleyan Society, 308; Baptist Society, 100; London Missionary Society, 171; Scotch Churches, 150; various bodies, 100. Total, 1,438.

The operation of the submarine Electric Telegraph between Dover and Calais, had sustained a temporary interruption, the wire having been cut asunder in consequence of the beating of the surge among the rocks. Mr. Reid, the patentee of the Telegraph, says his next achievement will be, to join Ireland either to Scotland or England.

A colony of 860 emigrants sailed from the Thames this week to found the Canterbury settlement in New Zealand. They attended divine service at St. Paul's Cathedral on Sunday, when the Archbishop of Canterbury preached, taking for his text the words of the benediction of St. Paul.

The Lords of the Treasury have accepted the offer of Mr. Laming to convey the mails to the Cape of Good Hope for £30 000 per annum, in screw-propelled vessels.

COAL TRADE OF GREAT BRITAIN.—There are upwards of 3000 coal mines in Great Britain, which employ nearly 250,000 men, women, and boys, underground and above, termed hewers, putters, trappers, overlookers, &c. The capital invested in working stock, tramways, staiths, and harbours, altogether exceeds £30,000,000 in value; and the "get of coal," as it is technically termed, amounts to 34 000,000 tons annually; the estimated value of which, at the "pits's mouth," is £10,000,000. Of this enormous quantity of coal one-third is raised in the Northumberland and Durham district, from whence the chief exports of the kingdom are made by the rivers Tyne, Wear, and Tees, both foreign and coastwise. The chief points of home consumption are in the ironworks of Staffordshire, South Wales, and the West of Scotland; which, with the lesser works of North Wales, Yorkshire, Shropshire, and Derbyshire, consume nearly one-third of the whole.

BRITISH TRADE AND NAVIGATION.—The returns of the English Board of Trade, for the seven months of the present year ending on the 5th of August, show that the number of foreign vessels which entered at the ports of Great Britain and Ireland in that period was 17,400, of an aggregate tonnage of 3,232,097 tons. Of this tonnage about two thirds consisted of British and one third of foreign vessels, and about a tenth part of the whole, or 318,105 tons, consisted of vessels of the United States. The aggregate of tonnage shows a decrease compared with that of the same period of the preceding year of about one and a half per cent., and a decrease in American tonnage of twenty per cent.

The number of coasting vessels reported as entered in the same period is 78,922, of an aggregate tonnage of 7,192,461 tons.

The number of vessels returned as having cleared outwards to foreign ports, in the same period, was 16,937, of an aggregate tonnage of 3,397,569 tons, of which 326,042 tons consisted of United States vessels, against 387,000 tons which cleared in the same period of the proceding year. Every part of the world, except California, exhibits a diminished amount of American shipping the present year.

The total declared value of exports from the ports of the United Kingdom, in the month ending August 5, was £6,029,568, and in the preceding six months, £37,808,072. In the corresponding periods of the year 1849 the exports of the month ending August 5, amounted to £6,364,426, and in the first six months of the year to £32,879,865.

Dr. Lang, a Presbyterian minister, is agitating the people of Australia, advising them to separate from the mother country, and set up a republic.

Gold washing has commenced in Adelaide, and the riches of California are likely to be rivalled.

M. Goldstein, one of the bankers of Vienna, has just died, leaving his only daughter a fortune of 10,000,000 francs.

Part of the Turkish Mediterranean squadron are about to sail for England and part for the United States,—the latter being the longest cruise on record of ships belonging to the Sultan.

Accounts from Tunis, dated August 3rd, state that the cholera, after carrying off about 32,000 persons, appears suddenly to have declined throughout the regency.

The *Bengal Times* gives an account of another dreadful gunpowder explosion on the Ganges, on the 9th July. There were nineteen boats laden with gunpowder. One was discovered to be on fire, when nine of the others were cut adrift. The others exploded, but the precautions taken prevented loss of life.

THE CROPS.—The London Shipping and Mercantile Gazette says—With uninterruptedly fine weather throughout the week, rapid progress has been made with harvest operations—and of the large quantity of corn carried, the greater part has been secured in excellent condition. In the south of the kingdom the crops are mostly in, and even in the north, a large proportion has been carried. In reference to potatoes, the accounts are still of a very conflicting nature, but as digging is now commenced, we shall, ere long, hear more of the matter, if the disease should have affected the tubers extensively. The alarm on this subject has in a great measure subsided.

The Dublin Evening Mail says of the crops in Ireland:—"Our accounts from the country confirm the assurance of previous reports, that the general crop of potatoes is keeping its sound condition—and, although the further growth has been checked in many places, the quality of that portion which is untainted, continues to improve—so that whatever potatoes shall be ultimately preserved for use, will be of the very best description. The weather, though rough, has been, in the main, favourable to the harvest work, and the grain crops have been cut and saved over a considerable breadth of the country. The wheat crop is more favorably spoken of than we had reason from former statements, to anticipate; while it is on all hands admitted that barley and oats—the staple produce of Ireland, are abundant and in remarkably fine condition.

RETURN OF HARVEST LABOURERS.—On Tuesday, the steamer Princess brought from Liverpool to Kingstown 1100 harvest labourers. Owing to competition, they are now carried at sixpence each.

The number of paupers at present in the Limerick Workhouse is over 5000, while in Cork there is not more than 3000; in the North Dublin Union about 700, and in the South scarcely 800.

EMIGRATION EN MASSE.—The Right Rev. Dr. Burns, Roman Catholic Bishop of Arkansas, in the United States of America, is at present in Dublin. He will be accompanied back to his diocese immediately by a clergyman and upwards of 600 substantial farmers, from one district, in the county of Wexford. A number of ladies of the Sisters of Mercy have also signified their intention to accompany his lordship.—*Dublin Nation.*

Viscount Fielding, M. P., has, within the last few days, become a member of the Church of Rome.

The Right Hon. Charles Watkyn W. Wynn, M. P. for Montgomeryshire, died on Monday, at his residence in Grafton-street. He was the oldest member in the House of Commons, having had a seat in that assembly since 1790.

THE MORBING OF HAYNAU.—The English papers generally approve of the rude treatment of Haynau by the brewers. As a sample, we give an extract from the Liverpool Journal, which, after lauding British hospitality, says:

"But there are some things which our Island gallantry cannot endure. We abhor the flogging of females, whose husbands and relatives have rushed to arms in defence of the privileges of their native land. We sicken instinctively at the brutality that would violate the purity of womanhood, and debase and degrade all that men of properly constituted feelings respect and revere. Such a wretch has found his way to England, and it will excite little surprise, certainly no sympathy, that he was mobbed, hocussed, and maltreated in the metropolis on Wednesday.

"To call such a monster as Haynau a man or a soldier is a prostitution of terms. His treatment of the noble and spirited Hungarian ladies, whom the fortunes of war threw in his power, was an insult to human nature, and an outrage on the dignity of our species, which every man in a free country is justified in resenting. The punishment which this military savage experienced on the day referred to was made additionally mortifying because it was inflicted by the humblest of the population. Even the draymen of Messrs. Barclay & Perkins' brewhouse felt that the atrocities which Haynau had perpetrated in Hungary, forfeited all claim on his part to the courtesy which a foreigner would be otherwise entitled to receive. The insult which they put upon this Austrian butcher, whose flogging of females, and hanging and quartering of men, degrade the chivalry of arms to the warfare of savages, was the outpouring of strong natural instinct. It shows that in the breast of the humblest British citizen the milk of human kindness is to be found overflowing. The coal porters of London and the draymen at Barclay's hooting and pelting an Austrian marshal for his cold blooded villanies, conveys a moral which may possibly teach wisdom even in Vienna. Such men are not sentimentalists; but they know right from wrong; and their rude vindication of outraged humanity verifies the poet's line, 'That one touch of nature makes the whole world kind.' We are not ashamed to say, that we heartily rejoice at the occurrence. The culprit escaped with his life, and may possibly ponder on the exhibition which he makes amongst freemen. A more refined auditory would not have been less intense in their execration. Had the sturdy draymen given the valiant woman flogger a ducking under the pump, their countrymen would have excused the indignity, conscious that it was merited, and that a man who has lost all respect for the feelings of others, is deserving of none him self."

FRANCE.—The Prince de Joinville has, it is said, signified his willingness to become a candidate for the office of President of the Republic in 1852.

The Society of the 10th December is making great efforts to secure for Louis Napoleon a favorable reception at Cherbourg, as there can be no doubt of his unpopularity in the navy. The Prince de Joinville is the idol of the sailors as a man, and the Republic is their idol as an institution. After February, 1848, M. Francois Arago, Republican Minister of Marine, gained immense popularity among the sailors by increasing the quantity and improving the quality of the provisions served out to them; but when Louis Napoleon was elected President, one of the first acts of his administration was to revert to the old system of short commons for the sailors, and bad of the sort. He will, therefore, it is feared, be received at Cherbourg with cries of "Vive la Prince de Joinville;" "Vive Francois Arago!" and "Vive le Republique;" but surely with no cry of "Vive le President;" or "Vive Napoleon!" save for a consideration, and the society are doing their best to get up a Nepoleon demonstration at ten sous a head.

A funeral service was performed in Paris, at the Palace of the Tuileries, for the repose of the soul of the late King Louis Philippe, and in various cathedrals of France.

In France a man named Foy has recovered 10,000 francs for negotiating a marriage of a M. Designe to a neice of the Marquis of Malestrok.

UNITED STATES.

Robbery.—The captain's office of the steamer Commodore was entered on Friday night, shortly after her arrival, and robbed of a japanned tin box, containing bank notes and gold to the amount of nearly $300.—*Portland Advertiser.*

Portland and Kennebec Railroad.—The vote of Hallowell, on loaning the credit of the town to this railroad, was 363 in favor to 178 against the project.

Postal Communication with Great Britain.—We are happy to learn that the Post-office Department has received official intelligence from the General Post-office in London, that "henceforward all letters addressed to the United States, and not directed to be otherwise sent, will be transmitted by the first packet, whether British or American, which is despatched after they are posted;" and notice to the public, and instructions to all postmasters, sub-postmasters, and letter receivers, to this effect has been issued by command of Her Majesty's Postmaster-General, with a table showing the day on which the British and United States steamers are appointed to be despatched from Liverpool and from Southampton. This is a gratifying termination of a matter that has been the subject of very earnest discussion between the Post-office Departments of the two governments. It will be recollected that the British Post-office hitherto mailed exclusively by the Cunard steamers, except when the writers have directed the letters to be sent by the American packets.—[National Intelligencer.

CONGRESS.—The Senate is actively engaged in perfecting the General Appropriation Bill. The sum of fifty thousand dollars has been devoted to the erection of a Custom House in San Francisco, and fifty thousand to the construction of a Marine Hospital in California. Two hundred thousand dollars have been appropriated for a Custom House at Bangor.

The Boston papers announce the death of Daniel P. Parker, Esq., of that city, in the 60th year of his age. He is stated to have contributed greatly to extend the commercial enterprise of Boston, having had nearly forty sail of vessels built for him, which he fitted out most liberally, and took a great interest in the persons in his employ.

THE FATAL ACCIDENT ON THE WESTERN RAILROAD.—The coroner's jury, which was called upon the unfortunate accident on the Western road, by which several lives were lost, through investigation came to the conclusion that the accident was one that human foresight could not have prevented, and was one of that class of unforseen disasters which the most careful discharge of every duty of the corporation, could not be expected to prevent.

Potatoes have risen in price at Boston, to $3 50 to $4 per barrel, in consequence of the ravages of the potato rot in that State.

Philadelphia is beginning to think of her commercial interests. A project has been started to establish a line of steamers between that place and Liverpool, to make monthly trips, and Messrs. Richardson, Watson, & Co., have headed the subscription for stock with $100,000—one third the amount required to build two propellers of 2000 tons burthen.

MILWAUKIE.—The census of Milwaukie shows a population of 20,026. In 1834, only sixteen years ago, Solomon Juneau was the sole white male inhabitant of the town. In the spring of that year the first frame building was put up there. Even in 1840, but ten years ago, Milwaukie could only number 1,700 inhibitants.

DISTRESSING SHIPWRECKS.—Capt. Thurston, of the ship Arab, at this port from the West Indies, saw Cape of Good Hope papers at St. Helena, which mentioned the loss of the British ship Queen of the West, with all on board; also of the French ship L'Aigle, the mate, and nine of the crew only saved.—The beach eastward of the Cape was strewn with wrecks.—*Boston Daily Adv.*

COTTON CROP.—The New Orleans Commercial Bulletin says, speaking of the estimates of the cotton factors, that some have put the production for the present year as low as 2,600,000 and others up as high as 2,400,000 bales. All of them, however, are mere *estimates*, for it is beyond the wit of man to predict, at this time, with any degree of correctness, what the result will be, as it will depend upon contingencies, which can neither be foreseen, promoted or prevented.

MANUFACTURE OF FLOUR.—A gentleman named Bonnell has recently brought out an invention by which a barrel of superfine flour may be produced from three and a half bushels of wheat. Mr. Spalding of Lockport states that by the use of this new process he has recently obtained a barrel of superfine flour from four bushels of pure Ohio wheat, weighing 60 pounds to the bushel.

The receipts at the late State Fair, at Albany were $10,503. The receipts at Syracuse in 18[illegible] were $8,144 55; at Buffalo, 1848, $6,272 80; at Saratoga, 1847, $4,034; at Auburn, 1846, $333 17; at Utica, 1845, $4,370 18; at Poughkeepsie, 1844, $3,723 80.

NEW YORK, Sept. 1[illegible]—The Jenny Lind excitement increases daily. Last night presented the most crowded House ever witnessed in New York or on the continent—the audience numbered between 8 and 9,000 spectators. Jenny sung with great success, and the whole building was made to tremble with the shouts of applause sent forth by the vast multitude. Parties scrambled to the top of the building, and broke in the sky-lights, in order to see and hear her. A large number of persons were present from other cities. This morning, at an early hour, Barnum's Museum was thronged with applicants for tickets for her Concert to-morrow night. There is truly a "*Lindomania*" prevailing.

NEW YORK, Sept. 20.—The attendance at Jenny Lind's fourth Concert last night far outstripped that of all her previous concerts. It is estimated that nearly 10,000 persons were present. Her singing was as well received as ever, and brought down thunders of applause.

It is said that Miss Lind receives more than a hundred letters per day, soliciting charity.

JENNY LIND AND THE FIREMEN.—The representatives of the New York Firemen, assembled in Firemen's Hall, have passed resolutions of thanks to Jenny Lind, for her munificent donation to the Firemen's Fund of $3000. A committee of seven was appointed to present her a proper testimonial of the respect and esteem of the Firemen of New York.

HUNGARIANS COMING.—Mr. Lukacs, a member of the late Hungarian Congress, and commissary of Kossuth's army, arrived here the other day, on his way to the west. He is the agent of about three thousand Hungarians, chiefly farmers, who are about to leave their country, to settle at the west. They will require from ten to fifty thousand acres, somewhere in the northwestern states. Mr. Lukacs is one of the eleven persons who were outlawed by General Windishgratz, in December, 1848, when he entered Hungary at the head of the Austrian army. The other ten were: Kossuth, exiled to Asia Minor; Count L. Bathiany, hanged 6th October last; Minister Czanyi, hanged; Minister Szemere, in Nothern Europe; General Perczel, exiled to Asia Minor; General Georgey, traitor; Count Paul Misry, not known; Petofy, a celebrated poet, not known; Szentkiraly, not known; L. Madrass, exiled to Asia Minor. After the overthrow of the Hungarian army, Mr. Lukacs kept himself secreted in Hungary until last March, when he effected his escape.—*N. Y. Eve. Post.*

The Steamer *Osprey*, which has been employed as a Mail Packet between Halifax and Bermuda, was to leave the former port on Friday for New-York, and it is said she will in future run between that port and Bermuda.

LITERATURE.

I.—LATTER-DAY PAMPHLETS: Edited by THOMAS CARLYLE. No. VIII. "*Jesuitism.*"—Boston: Phillips, Sampson & Co. 1850.]

II.—PERFORATIONS in the "*Latter-Day Pamphlets*;" by One of the "Eighteen Millions of Bores." Edited by ELIZUR WRIGHT.—No. I. Universal Suffrage.—Capital Punishment.—Slavery.—[*Boston*: Sampson, Phillips & Co. 1850.]

"*Audi alteram partem*" is a sound and judicious maxim; it is only by an examination of both sides of a question, that truth can be elicited and a satisfactory opinion formed. We notice the above-named two little *brochures* together, because they are the productions of antagonistic writers; and because it affords us an opportunity of introducing both auth