

The News speaking of our present facilities for traveling says:—

The Gulf Steamers are about resuming their trips for the season. The Lady of the Lake will leave Quebec for Miramichi and Pictou on the 12th, and make a trip once a fortnight between the three places, during the summer. The Steamer Arabin is advertised to leave Shediac for Quebec, touching at the intermediate ports, on the 12th, and will also make regular trips after that. These steamers last year, were gratified to state, made good time and did an excellent freight business; and, we have no doubt, that as soon as the railroad is opened to Shediac from this City, there will be a great deal of travelling to Canada, hence, and from Halifax—for during the summer months this will afford a most healthful excursion, and as the sea in the Gulf is generally calm in summer, there need be none of the usual apprehension of sea sickness.

A new daily line of four horse stages has been started to run between Miramichi and Shediac, stopping at Richibucto en the way—the whole distance is 110 miles, and is accomplished in twelve hours. The roads nearly a perfect level all the way through, and it is said to be one of the most delightful rides in the world in summer time. The passengers from the North will be in time to take the cars at Shediac for St. John, (suppose the road to be already done)—the time between these two places by rail will be 5 hours—so that we may by this means of transit, be able to make the journey from here to Miramichi in 17 hours. From two and a half to three days has been the usual time. These new lines will serve as so many feeders to the Railroad; and as they will materially assist the revenue, the Legislature should look encouragingly upon such enterprises.

By a little management and calculation other feeders may also be established for the railroad. For example, there is a large district of country on the Kingston side of the river Kennebecasis, having a population of about 3,000, three-fourths of whom, no doubt, in the summer season travel to town and back again by Grand-Isle Point, and on the river in small boats. Now all this business might be turned on the Railroad, if a small steamer were to ply regularly between the nine mile station and Clifton—the distance across is from three to five miles. The Government might take the responsibility of offering a small subsidy to be given only in case the speculation would not pay—try it for one season; this would be a guarantee that the owner should not lose anything. We believe that a boat placed upon this route would pay her own expenses and leave a good profit. Many persons from town would make an excursion in that direction, for the sake of variety, as the scenery on the Kennebecasis is very fine.

The St. John River Steamers have been overhauled this season.

The Windsor and the Digby routes are open, and the Emperor is making good time between St. John and these places. We understand that travelling is beginning in good earnest upon the Windsor route.

FIRE.—On Monday morning about 9 o'clock there was another fire in the Brewery and Distillery of Carl Regan, Ick-street. The fire it is alleged, was caused by the bursting of some gas pipes. Large worms were partially destroyed, a great quantity of high proof liquor was allowed to run off in order to prevent its catching fire, and seven tubs full of liquor in the various stages of preparation were wasted, or so damaged as to be rendered worthless. The injury to the building was trivial. The total loss is said to be over £50, covered by insurance to the extent of 500. There had been no fire on the premises for some time.—Freeman.

MORE FIRES.—Thursday forenoon the firemen were called out, but it proved only a needless alarm, occasioned by the falling of a stove pipe in a room in Pine's Brick Building, which filled the place with smoke, and when the windows were opened gave the building the appearance of being on fire.

In the afternoon about half-past five the bells again rung, fire having been discovered in a barn adjoining a house in George's street, off Union street. The barn was completely destroyed, and had it not been for the great supply of water some of the houses in the vicinity must have shared the same fate. How fire could originate in such a place seems a mystery.

MORE COAL DISCOVERIES.—It would appear from discoveries being made from time to time that immense beds of oil coal, or chists, abound in this province in various parts, in fact that we have been living or working upon oil, without having known anything about it until up to a very recent date. Large seams of this coal, resembling the Albertite, have lately been brought to light, lying directly upon the line of Railroad between Hampton and Sussex Vale; and the names of some of our enterprising citizens have been mentioned to us, in connection with the discovery whose intentions are to work the mines, so soon as they find themselves in a position to do so. If this coal could be used for heating or cooking, or other ordinary coal purposes, it would be almost equal to iron, or gold to the country; but if it is only fit to be converted into oil, whether for lighting or lubricating purposes, it is not, we consider, such a wonderful treasure after all.—News.

The Prince of Wales, on his visit to this country, will be attended by nine gentlemen of honor and one of the Queen's Secretaries of State who will probably be the Duke of Newcastle.

IMPROVEMENT.—We are glad to notice that one of the old wooden buildings on King Street is being torn down. During the summer a fine brick building will be erected in its place by John Fisher, Esq. We hope to see similar changes on our principal business streets before the expiration of the year.—Globe.

ORNAMENTAL.—We are pleased to notice that the owners of the houses at the head of Jeffrey's Hill are putting out young trees on the side walk. It shows excellent taste on their part, and is a good omen for the future beauty of our city. We trust the example thus set will be imitated in other streets.—Id.

AN INSURANCE SWINDLE.—The Great Western Insurance Company, of Philadelphia, whose agents are scattered thickly over Canada, must now be added to the catalogue of swindlers. The scoundrel was managed, having reaped a rich harvest of premiums, have closed the door, and the crowd of confiding people who fancied themselves "insured," suddenly find that they must pay their money over again to more reputable concerns.—Hamilton, C. W., Times.

AMOUNT RAISED.—The Courier says that since the £35 were sent to the Woodstock sufferers by fire, from this City, further sums have been forwarded—

On 26th, per steamer Tobique,
14 brls. Flour, 1 cask Molasses, } 41 10 0
12 brls. Corn Meal, 1 box Tea, }
costing in all,
Balance Cash forwarded this day to }
the Mayor of Woodstock, } 26 10 0
Making altogether £103. More would have
been sent had it not been for sufferers from fire
in Smyth street in this City requiring aid, for
whom £31 more were collected. The Committee
of Management were John W. Cudlip and C. H.
Fairweather, Esqrs.

FIRES IN THE WOODS.—The woods in many places in King's County are on fire, the smoke of which, on the line of Railroad, is almost suffocating; unless there is rain soon there is an apprehension of the destruction of much valuable property contiguous to these fires.—News.

INTERCOLONIAL TRADE.—The Toronto Globe announces an attempt now being made, to bring about a direct interchange of commodities between Upper Canada and Nova Scotia. A firm in Toronto has cleared a vessel for Halifax with a cargo of flour, butter, peas and wheat, and the same vessel on her return voyage, will take a cargo of West India produce to Toronto. According to the Globe this is the first vessel with a cargo that ever cleared at Toronto direct for any of the ports of the Lower Provinces.

On 1st May, Mr. Kelly proposes to commence running a Daily Stage between Chatham and Shediac the same to leave at 8 o'clock in the morning, as they will be spared the discomfort of night-travelling, so much complained of, and which militated materially against the mail stage proprietors. We have no official announcement of the fact, but understand a mail will be despatched very morning from the Chatham Post Office to Shediac.—Gleaner.

DESTRUCTIVE FIRE.—About three years ago, the Messrs. Magee, of this city, commenced the erection of mills at Granville, N. S., (on the Annapolis River,) and continued to add one improvement to another until at the present season they had in two large buildings, a saw mill, planing machine, gait mill, &c, all of the best description, and perfect models in their way. The engine and machinery were said to be of the most beautiful and carefully finished ever made in St. John. The whole cost over £5,000. On the morning of Saturday last, (April 28th,) about 4 o'clock, a fire broke out on the premises, and in a very short time both buildings, with all the machinery, were completely destroyed, only the chimneys and boilers remaining. So intense was the fire that the wharf adjoining was burned almost to the water's edge. Fortunately the granary stood at some distance from the mills, and the wind veering soon after the fire broke out, this, with its contents—a thousand bags of flour, and about three thousand bushels of grain, were by great exertions saved, although the pitch on the flat roof was melted and streamed down the sides of the building.—There was only £1,500 insurance, so that the loss incurred by the Messrs. Magee is heavy.—Freeman.

It is said that William Moor, committed for trial on a charge of robbing the schooner Harvest Home, effected his escape by jumping from the upper part of the steps that lead to the gaol as the policeman was taking him in. By this means he got a good start, and the police failed to recapture him.—Freeman.

THE MAYORATY.—Tuesday last was the day appointed by Law for election of Mayor for the ensuing year, but there being no opposition THOMAS McAVITY, Esquire was re-elected by acclamation.

In the afternoon, a meeting of the Common Council was held, when Mr. George Stockford was re-appointed High Constable.

After the Council adjourned, the members repaired to the residence of His Worship, where a sumptuous repast had been prepared, and was partaken by a number of other gentlemen, including several of the heads of departments and other prominent Citizens.

In the evening the old Artillery Company

(Prince of Wales, No. 1.) under command of Captain Durant, turned out and fired a salute of 19 guns in honor of the occasion.—Nbk.

SMALL-POX IN THE ALMS HOUSE.—Within a few weeks there have been upwards of 37 cases of Small Pox in the Alms House, and the disease appears to be spreading. Most of them have been sent down to the Island. There were no less than twelve cases in the Alms House before the Board of Health knew any thing about it, and then the fact only came out by accident.

LATEST FROM NEWFOUNDLAND.—The R. M. S. Osprey, Capt. Guilford, arrived at this Port on Monday morning last from St. John's, via Sydney. We regret to learn that the Seal Fishery has this season proved anything but successful.—The result is expected to be a smaller fare than that of last year, which was considerably below an average one. Trade has been very dull in Newfoundland this season up to latest dates, and as the seal fishermen's exertions have not been crowned with success, improvement is not expected for some time at least. The Legislature has been officially notified of the intended visit of H. R. H. the Prince of Wales to North America, with an assurance that the Royal call will be extended to the most ancient Colony of the Crown of England. Both branches received the intimation with apparent delight and unfeigned loyalty. Preparations on an extensive scale to receive the Royal visitor were immediately ordered to be made. Intimation has been received in St. John's of the return of P. N. Gishourne, Esq., from England with a staff of Engineers and mineralogists, for the purpose of instituting research into the hidden resources of Newfoundland. The firing of fog guns at Fort Amherst in foggy weather has been ordered to be discontinued after the 1st of May. The attention of the Legislature has been called to the fact, and it is probable that some other arrangement will be made for the purpose of facilitating navigation.—Halifax Journal.

THE PUBLIC BUILDINGS OTTAWA.—The works are progressing admirably. The noise and scattering of rocks, in the blasting operations, going on from morn till night, in the centre of the city; it may be said east and west—would, under other circumstances, be considered dangerous and disagreeable. More care in loading the blasts has lessened the danger, and it requires a little stretch of imagination, under the circumstances to make music of the noise. The men employed are orderly and industrious, considering their number and circumstances. The contractors certainly exhibit energy, capacity, and go-a-headativeness. The first Ohio freestone, to be used in the Departmental Buildings, arrived by the Prescott and Ottawa Railway, on Tuesday.—Ottawa Union.

The Brantford (Canada) Courier informs its readers that a General Council of the Six Nations Indians has been held, at which it was decided to give his Royal Highness the Prince of Wales a grand reception. The reception will be a grand affair, and will be continued without any visible improvement. We look for a change for the better, however, as soon as returns from the new diggings can be obtained.

LATE AMERICAN ITEMS.

The Charleston Convention is still in session, but no choice of a candidate had been made up to Wednesday night. There had been a "halt" in the Convention. The delegates from Georgia, South Carolina, Florida and Arkansas, and portions of the delegates from various other Southern States had been withdrawn, and commenced sitting elsewhere. Fifty-five ballots had been taken. Douglass was at the head of the list with 151 votes; but he is yet a long way from being nominated. His friends, however, promise to stand by him to the last.

FATAL ACCIDENT AT LAWRENCE.—LAWRENCE, Mass., April 30.—A fatal accident occurred on the site of the ill-fated Pemberton Mill, about 8 1-2 o'clock this morning. Mr. James A. Hearn, a laborer employed in re-building the mill, was instantly killed by a derrick falling upon him, caused by the breaking of an insufficient guy while hoisting a large foundation stone. Mr. Hearn's head was crushed. He was about fifty years of age, and leaves a wife and two young children. He had a daughter killed at the time of the great catastrophe.

GREAT FIRE IN TRINIDAD.—SERIOUS REDUCTION OF THE SUGAR CROP.—NEW YORK, April 30.—Advice by the Star of the West state that a fire occurred on the 19th of March in the valley of Trinidad, extending along the valley. All the standing cane on the sugar estates for eighteen miles was swept down. Loss estimated at a million and a half. It is estimated it will reduce the production of sugar on the island over eight thousand hogsheads.

GREAT CONFLAGRATION AT WARREN, OHIO.—CLEVELAND, May 1.—A fire at Warren, Trumbull county, Ohio, yesterday, consumed most of the business part of the town. The particulars are not known. Loss heavy.

STEAMBOAT EXPLOSION.—SIX PERSONS KILLED.—COLUMBUS, Ga. May 1.—The steamer Calhoun exploded her boiler on the river yesterday, killing six negro deck hands, mortally wounded acting Captain Crawford, seriously injured two passengers, and Hugh Atkins, Engineer.

WASHINGTON, May 2.—Governor Cumming has informed the President that Utah is in a condition bordering on anarchy, and some action is therefore necessary on the part of the government to relieve the Territory from present and impending evils. He alludes to bands of desperadoes, whose conduct renders the tenure of life and property uncertain, and requests that either judges will be sent out in place of those who have deserted Utah, or that probate courts be authorized to exercise powers claimed by them and granted by legislative assemblies, or that some other means of safety be adopted. He requests that five hundred soldiers be retained there, as the withdrawal of the entire army would be injudicious and unjust. Governor Cumming states that the population of Utah is from 52,000 to 63,000, though estimated larger by the Mormons.

Senator Davis will, next Monday, re-open the debate of his slavery declaratory resolutions. From the stoppage of public business for two weeks, the session of Congress will be doubtless prolonged till the 1st of July.

The regular Democratic Convention at Charleston has balloted for a candidate for President fifty-seven times without effecting a choice. Forty five ballots were taken yesterday, with varying success for all the candidates except Mr. Douglas, whose vote stood at about 150 through the whole series. Mr. Guthrie reached 65 1/2 votes on the last ballot, and he seems to be the rising man. Hunter and Lane both fell off in the last ballots, and the name of Mr. Johnson was withdrawn by the Tennessee delegation. One vote having been cast for Mr. Breckinridge, it was announced that he was not a candidate. Virginia delegates were permitted to vote separately, whereupon one vote was given for Mr. Douglas, and he also received one vote from North Carolina. Efforts were made to induce the Convention to adjourn to meet in Baltimore at a future day, but they did not meet with favour.

The seceders are awaiting the action of the regulars. They have adopted the platform reported by the majority of the Platform Committee, and refused to abandon the name of the party, it being proposed to adopt the name of the Constitutional Democracy.—Boston Journal of Thursday.

OREGON.—Two arrivals bring Oregon advices to the 12th, and British Columbia to the 11th. The Charter election in Portland on the 2nd resulted in the election of an Opposition Mayor and Treasures, and the balance democratic.

There are conflicting accounts concerning the Similkameen gold mines, and the general impression is unfavorable to the mines being of much value.

The British Columbia mining news were unusually encouraging. The gold receipts at Victoria averaged \$100,000 monthly. Extensive new diggings of coarse gold were reported on the Upper outnumber the whites in the mines.

Copper was stated to exist in large quantities on Vancouver's Island.

MEXICO.—According to the latest advices, Miramon still holds the city of Mexico, and the line of cities in the centre of the republic, running from Orizaba to Guadalajara, but nothing more. It is understood, that if Miramon's steamer had not been taken by the U. S. vessels, he would not have been able to enter Vera Cruz. Out of 3000 men, he only brought back 1700 to the City, his greatest loss being from desertion. In the last resort, the English squadron would have interfered for the protection of Vera Cruz, on account of the vast quantity of British property in store there.

At Mazatlan, the fate of the McLane treaty in the United States Senate was the subject of anxiety. The people generally were in favour of striking out the eighth section. General Vega was attempting to offset British claims by showing an extensive system of smuggling on the part of British traders, with the connivance of the commanders of the British ships of war.

BURNING OF THE STEAMER A. T. LACY.—THIRTEEN LIVES LOST.—Memphis Tenn., April 27, 1860.—The steamer A. T. Lacy, Capt. Taylor, from St. Louis for New Orleans was burnt last night at the foot of Island No. 16. Her passengers and officers were saved, with the exception of seven children and six of the crew who are known to be lost. The boat and cargo are a total loss. The former was valued at \$60,000, and insured for \$40,100, the latter was valued at \$120,000, and is insured. The books and papers were lost.

FROM CALIFORNIA—OVERLAND.

ST. JOSEPH, Mo., April 30.—The pony express, from San Francisco evening of the 20th has arrived, inside of ten days, bringing 285 letters and 5 private telegrams.

Steamer John J. Stephens sailed on the 20th for Panama, with 400 passengers, 18,000 letters, and \$1,382,000 in specie, of which \$1,237,000 is for New York.

The overland mail left on the same day with 7000 letters.

Trade was very dull, with few fluctuations. The roads were rendered impassible by the rains in the early part of the month. Inland freights had advanced to exorbitant rates, and consequently there was no demand for goods. At the close matters were improving and the roads getting better.

The first pony express reached Carson Valley on the 12th. The news was telegraphed at