The Observer.

SAINT JOHN, JUNE 22, 1852.

THE RAILWAY.

We may at length congratulate ourselves, that a prospect of future prosperity for New-Brunswick begins to dawn upon us. In this age, the civilised country that delays the prosecution of great works of internal improvement, inevitably falls behind in the national race for self-aggrandisement; while those who most spiritedly and prudently promote the means of rapid intercommunication, correspondingly advance their own wealth and importance. Our Province has for some years been struggling in the endeavour, to secure the initiation of such means of advancement for herself; and after much conflict and many disappointments, she appears now to be on the eve of attaining the great desideratum. The Hon. Messrs. Hincks and Chandler have returned from their important mission; and although the present Government in the Mother Country have disappointed the hopes (and almost assurances) held out to us by the Ministry previously in power; yet our watchful Delegates have not laboured in vain, nor suffered one rebuff to paralyze their exertions; but have succeeded in procuring from private capitalists such tangible and favourable propositions, as will inevitably secure to this Province the speedy establishment of the most important and profitable portion of our Railway projects; which will also in due time necessarily ensure the extension of the scheme in other directions.

We consider that the Delegates are justly entitled to the thanks of the whole Province, for their judicious and successful exertions; and that the Provincial Government are equally commendable, for the promptitude with which they have assumed the responsibility of acceding to the propositions laid before them; thereby securing the immediate commencement of the necessary preliminary operations, without incurring the delay and heavy expense of an inconvenient extra Session of the Legislature.

We may now look upon the construction of the "European and North American" Railroad through our Province as "a fixed fact;" and as the English Contractors pledge themselves, if so required, to construct a branch to Miramichi on the same terms, there can be no doubt that the fulfilment of that pledge will soon be demanded.

On the whole, we consider the present arrangement as eminently beneficial for the Province at large; it being the most prudent and remunerative commencement of a great scheme, which must soon spread its ramifications throughout other parts of the country; and, therefore, one which cannot be otherwise than acceptable to all classes, all interests, and all parties. It is to be hoped, therefore, that the successful prosecution of this great enterprise will now be sincerely promoted, by the united approval and co-operation of our whole population.

On Saturday, the Executive Council passed a vote of thanks to the Hon. Mr. Chandler, for his excellent management of the railway commission entrusted to him, which was accordingly presented to him, in due form, by His Honor the Administrator of the Government.

From the Courier of Saturday.

We have much pleasure in giving publicity to the important Railway negociations which appear to-day in our columns, and have to congratulate the country on the prospect now opened to us of the commencement at an early day of those great agents of progress and prosperity, for which we have been so long anxiously waiting.

We consider the terms offered and accepted to be quite as favorable as we could have expected, and think Mr. Chandler deserves the thanks of the country for having so promptly availed himself of the aid of private capitalists, when he found that the direct object of his mission was likely to be unsuccessful.

The Government also are entitled to credit for their promptitude in this matter, and we are satisfied the country will sustain them in what they have done.

It will be observed that the Land Facility Bill, giving five miles of ungranted land on each side of the Railway to the Company, will also receive the Royal sanction.—*There is a provision in the* proposals that this land is to be reserved to provide a fund for payment of the Bonds of the Company, but it is understood that this will not be insisted on, and that the grants of an acre to each pound of stock subscribed will be made if required.

We were last week led into an error by a contemporary, in supposing that the land would be withheld from the Company.

We understand that in all probability Surveyors will be sent out from England by return Steamer, and that the work will be commenced by 1st September.

We trust that now we are on the right track all past differences will be sunk in oblivion, and that all hands will unite in "a long pull, a strong pull, and a pull all together."

At a meeting of the Directors of the European and North American Railway Company, held in the Commercial Bank Parlour, on Wednesday the 16th June, 1852—

The President submitted a communication from the Honorable E. B. Chandler, enclosing a copy of the proposals submitted by Wm. Jackson, Esq., M. P., on behalf of himself and associates, for the construction by this Company of the European and North American Railway through New-Brunswick; whereupon—

Resolved,—That the proposals now submitted seem to hold out a reasonable prospect of the realization of this important object, and that this Board will, as far as it is in their power as Directors, cordially co-operate with the Provincial Government and all parties favourably disposed in carrying out an undertaking so essential to the prosperity of this Province—

It being understood that in consequence of the altered circumstances of the Company, that stockholders shall be at liberty to reduce their subscription, and that the qualification of Directors shall be reduced to £500, instead of £1,000—the Government Directors to possess a similar qualification—and the expense of survey referred to in the proposition to be paid by the Government, in the event of a contract not being made.

Resolved,—That a copy of the foregoing be communicated to the Hon. Provincial Secretary.

R. JARDINE, *President.*
T. B. Millidge, *Secretary.*

"Memorandum of a project for the construction of a Railway in the Province of New-Brunswick, between the frontier of Nova-Scotia and Maine, and passing through the City of Saint John, N. B.

"1st. The line to be constructed by Messrs. Jackson, Peto, Betts, Brassey and Locke, and such other parties as may be associated with them, they agreeing to estimate for the work, charging the same scale of profits as they have charged on their lines constructed by them in England and on the continent of Europe.

"2d. The line to be constructed at the cost of a Company, and the required amount to be raised as follows:—£250,000 to be taken in stock of the Company by the Province of New-Brunswick, to be paid for in Bonds to be issued in accordance with the Facility Bill, which the said contractors will take at par in payment of the cost of the line. In addition to this sum, private parties in New-Brunswick, or Municipalities, or the Province will take an additional amount of stock sufficient to cover the cost of the land and damages. £100,000 to be taken in stock by the said Contractors and their friends, and credit for that amount to be given by them in their account for construction; £250,000 to be raised by bonds of the Province, bearing 6 per cent. interest, and being of the same character and privileged in the same way as those issued to Railway Companies under the Canada guarantee, but to be issued from time to time as the work is proceeded with, and to be taken by the said Contractors in payment at par, such bonds to be payable twenty years after date.

"The remaining portion of the cost of the said Railroad to be provided for by bonds of the Company, payable twenty years after date, bearing 6 per cent interest, and to be taken at par by the said Contractors.

"3d. The proceeds of the land granted by the Facility Bill of the New-Brunswick Legislature to be applied to the payment of interest and liquidation of the principal of the bonds of the Company.

"4th. In case the Company should determine on making a branch line of Railway from the Bend of the Petitcodiac, or from Shediac to Miramichi River, and that the Legislature of New-Brunswick should take stock to a proportionate amount, and grant a loan in like proportion to that branch, the said Contractors agree to construct the same on terms similar to those above mentioned for the main line.

"5th. The said Contractors will send out, with as little delay as possible, to New-Brunswick, competent engineers to examine the surveys of the line already made, to complete them where deficient, and to prepare the necessary working plans and estimates of cost of construction of the entire line. On the completion of the estimates, they, together with the plans, shall be submitted, with a tender for the construction of the work, to two engineers, one to be appointed by the Government of New-Brunswick, and one by the Contractors; and in case either or both of such engineers should decide that such tender is too high, and that the said Contractors shall be unwilling to reduce the same to the amount deemed reasonable by such engineer or engineers, then the said plans shall become the property of the Company, who shall pay, on delivery of the same, such expences, including the cost of travelling, as the said engineers shall deem reasonable; and the Government of New-Brunswick shall guarantee the performance of the above payments by the Company; and if no Company be formed, to pay the same.

"6th. In the event of the contract being agreed upon, the Government of New-Brunswick shall be authorized to employ, at the cost of the Company, a superintendent engineer, to see that the works are properly executed.

"7th. It is understood that the foregoing proposition is based on the supposition that the cost of the road will not exceed £1,000,000 sterling. It is proposed, in the event of its exceeding that amount, the excess is to be provided for by a proportionate increase of the Provincial stock, the Contractors' stock, the Provincial guaranteed loan, and the Company's bonds.

"8th. It is to be understood that if the number of Directors of the Company shall be seven, the New-Brunswick Government, as representing £250,000 of stock, shall nominate three Directors; if increased to nine, they shall nominate four; and if increased to thirteen, they shall nominate six.

"The above proposition is the result of several conversations had between Mr. Jackson and Mr. Chandler, and Mr. Chandler undertakes to submit the same to the Government of New-Brunswick, with his opinion in its favour, with as little delay as possible, after his return to New-Brunswick; and if accepted by the Government of New-Brunswick, he will cause the same to be communicated to Mr. Jackson without delay, in order that the engineers and surveyors may be sent in the present season; and Mr. Jackson undertakes, on behalf of himself and friends, to carry out the above proposition, on receipt of the information of the acceptance by the Government of New-Brunswick.

"WM. JACKSON.
"21st May, 1852. "E. B. CHANDLER."

We are authorised to state that the Government have taken the responsibility of accepting the Railway proposals, and thereby have saved the heavy expense of an extra Session of the Legislature. The despatch on the subject goes home by Monday's Mail.

The Railways.—The Hon. Francis Hincks arrived yesterday morning in Quebec. At Halifax he made no further delay than the usual stopping time of the steamer. Negociations have been entered into by Messrs. Hincks and Chandler, (Mr. Howe was absent), with capitalists independent of the British Government, for the construction of a complete line of Railway communication from Halifax to Detroit, including therein the junction by Rail of Quebec *via* Montreal and Hamilton, with the same Western terminus of the Province, Detroit. This immense extent of Rail, when laid, which will be before we are many years older, will open to Canada the great western entrepot of Chicago, and bring us into commercial distance with the vast southern markets of St. Louis. We believe the country generally will approve of the project and the terms upon which it will be carried out.—*Quebec Gazette, 14th.*

Considerable excitement has been caused in London by the publication of a letter from Mr. Francis Hincks, agent of the Canadian Government, to Sir John Pakington, Secretary for the Colonies, reproaching him for not letting the Canadians know positively that they could not hope for aid from the home government in the construction of the North American Railway. Mr. Hincks says that Canada did not come to England as a suitor for aid, but was invited there to co-operate in the construction of a great national work.

The *London Times* thinks that Sir John Pakington, the Colonial Secretary, has committed a most serious blunder in refusing to complete the arrangements entered into by his predecessor to aid the North American Colonies in their projected lines of railroad. It fears that the Provinces will now seek and receive aid from the United States, to the detriment of British interests in the Colonies.

"A more biting reproof and a more indignant remonstrance (says the *Times*,) has scarcely been addressed to a Minister of the Crown since George Grenville himself kindled that portentous quarrel which convulsed the North American colonies; and we must add that we see, with deep regret, such language elicited from a man who is, like Mr. Hincks, warmly attached to the British connection."

The Times remarks in the following terms upon the system of improvement which may be considered as now abandoned by the unsuccessful termination of this negotiation, which had been opened, and propositions agreed to, after much effort and discussion in the three Provinces, by acts passed in each of their legislatures:—

"The construction of a line of railway to connect the port of Halifax or that of St. John with Quebec and the banks of the St. Lawrence has long been regarded with interest, for obvious military and commercial reasons, not only by the provinces of Canada, New-Brunswick, and Nova Scotia, but by the Imperial Government of this country. To secure a rapid and constant communication between the interior of Her Majesty's possessions in British North America and a harbor always accessible to steam communication with Europe, is evidently an essential condition for the defence of that territory. Such a line must of course be traced entirely on British soil, so as to render the inhabitants of the inland provinces wholly independent of the system of communications existing in the United States, whether for the purposes of trade, of immigration, or of defence.

It would set free the commerce of Canada during that large portion of the year in which the St. Lawrence is now closed by ice. It would unite the several British provinces by closer ties to each other; and above all, it might powerfully contribute to strengthen their connexion with the mother country by greater facilities of intercourse, and by a judicious investment of British capital in our own dependencies. To these considerations must be added the not less important one, that the want of such a line throws the population of the British provinces and their commercial produce more and more upon the United States, and transfers to the American Union those ties which ought to be peculiarly our own. It is, in fact, a question of vital importance to the integrity and prosperity of the empire."

We will publish Mr. Hincks' able and spirited letter to Sir John Pakington, Colonial Secretary, in our next paper.

The "Military Road."—The *Quebec Gazette* says—"It is most devoutly to be desired that the Earl of Derby may succeed in obtaining a majority that will seat him permanently in power; for such is his predilection in favor of a "Military Road," across these provinces, that he will assuredly never rest until he has the consent of Parliament to construct the one recommended by Major Robinson, from Halifax to Quebec, entirely out of Imperial funds."

For Australia, Ho!—On Wednesday last, a considerable number of young men, natives of this Province, of respectable connexions, education and ability, and well calculated to become influential members of society, left our shores by the steamer for Boston, *en route* for Australia. We should greatly regret this expatriation of so much of the rising talent and energy of New-Brunswick, did we imagine that it would prove permanent; but inasmuch as the emigrants are all young men, who leave behind them extensive circles of family connexions, we can only view their departure as a temporary expedition, with a view to acquire, more speedily than at home, the means of future success and prosperity; and we therefore confidently look for their return, at no very distant period, better qualified to promote the best interests and prosperity of their native land.

The body of the Rev. Mr. Very was found on Tuesday last, and interred at Wolfville on Thursday.—The bodies of Professor Chipman, Mr. Phalen, student, and Coldwell, the boatman, had not been found.

Mr. George M. Robertson, who left this city, quite young, some ten or eleven years ago, has recently been elected to the honourable post of Speaker of the House of Assembly of the Sandwich Islands; he is also Crown Land Commissioner and a District Judge for the same Islands. Mr. R. is brother to Messrs. Alexander and James Robertson, of this City.

New potatoes, six days from Bermuda, are for sale in the Boston market.

Steamer *Albatross*, to trade between Halifax, Pictou, and Quebec, is to leave New-York for Halifax, to-morrow.

The *Eastern City* has had her trial trip in New York, and performs well; she will leave for Boston on Saturday. We understand that she will make an excursion to St. John about the middle of next week, and will take passengers there and back for about one dollar.—*Calais Advertiser, 17th.*

Firemen's Procession.—On Friday evening, His Worship the Mayor and the Common Council assembled in Great George's-street, for the purpose of presenting the new Engine to No. 6, Volunteer Fire Company. The Fire Department turned out in full force, and marched through the principal streets with torches and transparancies, presenting a beautiful appearance. The new engine was presented by His Worship the Mayor, with a suitable address, which was cordially acknowledged by the Company. The display was altogether the most brilliant ever witnessed in our city.—*Bbkr.*

We learn that Mr. Archibald, after a visit of inspection to his Mines in the Cobequid Mountains, and Freestone Quarries in Albert County, went yesterday morning with a party of mining engineers, by whom he was accompanied, to commence an Iron Work in Annapolis County.

About twenty stone-cutters, from Scotland, went up last week to the Quarries in Albert County, where freestone, of a quality rarely equalled, is now being got out in large quantities.

Mr. Archibald, in thus assisting to develope our resources, as well as in the efficient aid he has given in late Railway negociations, deserves the thanks of every true hearted Colonist.—*Courier.*

New Vessels.—A superior vessel, called the *Arabia*, was launched on Thursday last, from the building-yard of Mr. James Nevins, Portland. She measures 1067 tons, N. M., and is owned by T. E. Millidge, Esq.

Another well-built vessel, called *The Queen*, was recently launched from the building-yard of Messrs. Smith & Haws, at the Straight Shore. She measures 867 tons, N. M., and is owned by N. S. Demill, Esq.

A substantial built Barque, called the *Alabama*, was recently towed down from Quaco, where she was built by Mr. J. M. Bradshaw, for Mr. Jacob Bradshaw and others. She measures 519 tons, N. M.—*Ib.*

The *Dublin Telegraph* states that a Bell, weighing about a ton, and cast by the famous Murphy, of Dublin, has been shipped for the Rev. James Quin, of this city—no doubt for the Church of St. Malachy.—*Freeman.*

Destruction by Lightning.—The House of Albert J. Smith, Esq., at Dorchester, was struck by lightning on the night of the 16th instant, at 9 o'clock, from which it took fire, and at 12 o'clock was a heap of smouldering ruins. The woodhouse, barn, and furniture were saved. Mr. Smith's loss is heavy. He was $1000 insured in the Washington County Mutual Insurance Association, of which C. L. Street, Esq., is the Agent in this City.

Some six or seven of the telegraph posts, six miles beyond the Bend, were split and destroyed, and the instruments in the office at the Bend partially injured. They are now again in working order.—*Tel. to News Room.*

Real Estate in St. Andrews—In consequence of the brightening prospects of *St. Andrews and Quebec Railroad*, and the general belief, based upon the best of information, that the completion of that noble undertaking is not far distant, real estate, in all situations, has taken a very striking start, and may be said to-day to be full 30 per cent. better than it was six weeks ago. Wharves and houses are, where required, being put in repair in all directions, and should nothing evil betide us, of which at the present we have not the slightest apprehension, a few months cannot fail to produce a great alteration for the better in the business aspect of St. Andrews. In fact, every thing with which our political horizon has lately been fraught, entices the pleasing belief that our darkest days have passed, and that we are now on the eve of seeing our best and dearest anticipations fully realized.

Several houses in town have already been taken for the accommodation of the families of gentlemen connected with the prosecution of the great work.

The ship Speed, having on board 40 to 50 in number of the staff of the Railroad corps, sailed from Liverpool on the 27th ult., and the Margaret and Rachel, with the *plant* for the work, on the 29th, for St. Andrews.—*Charlotte Gazette.*

Supreme Court.—*Trinity Term*, 15 *Vict.*—Hodson Clarke Peters, A. B., Esquire, one of the Attorneys of this Honorable Court, is called to the Bar, and admitted, sworn and enrolled a Barrister.

Hurd Peters, A. B., Beverley Robinson, Junior, A. B., and William P. Dole, A. B., Gentlemen, Students at Law, having produced the requisite certificates, are admitted, sworn and enrolled Attorneys of this Honorable Court.

WILLIAM CARMAN.

Church Extension.—The Wesleyan Methodists held their annual Conference in this City, during the past week. On last Sabbath, the beautiful new Chapel recently erected on the site of the Old Wesleyan Cemetery, south end, was "dedicated" with the customary observances and services. The sermon preached by the Rev. Dr. Richey, on the interesting occasion is highly spoken of as a model of Pulpit oratory.—*Halifax Novascotian.*

For Australia.—The clipper ship *Chebucto* and the brigt. *Sebim* are now fitting with all due dispatch preparatory to leaving this port for Port Philip, Australia. About fifty names are down on the passenger list of the former, and her spacious 'tween decks are being rapidly fitted up with light and roomy state-rooms. She will go out in ballast, and her provisions and water are now going on board.—*Sebim* takes her passengers at a lower rate; she is also a most eligible conveyance for those intending to seek their fortunes at the 'diggins' in that far off land.—*Ib.*

The Cumberland, 70, flag ship of Vice-Admiral Sir George Seymour, arrived yesterday morning from Bermuda. As she passed up the harbor with all sail set, she presented a most gallant and noble spectacle.—*Halifax Colonist, 12th.*

Fishing Fleet.—The Halifax Chronicle states that no less than twenty-five vessels, bound for the Labrador Fisheries, cleared at Halifax on Saturday 12th inst.

The Quebec papers mention, as a gratifying piece of commercial intelligence, which had been received by the last European mail, that the Quebec built ships which had been sent to England for sale, had all been sold at remunerating prices.

The Bishop of Fredericton (Dr. Medley) is about to reside in Exeter for some months, having taken a house in the North-terrace, St. David's.—*Liverpool Standard.*

The late Colonel Fordyce.—This much lamented officer in his last will bequeathed a pension to the widow of every soldier who should fall under his command; a shilling each per day to all disabled soldiers of his corps, and left the means of purchasing commissions for five of his most deserving sergeants, in 74th Regt.—*Zuid African.*

Religious Freedom.—A private letter states that Gen. Urquiza, who succeeds Rosas as Governor of Buenos Ayres, has authorized the reading of the Bible in schools, and made liberal appropriations for their support.

In the East India Mission thirty-five ministers are engaged in connexion with the Baptist Missionary Society, having under their care churches numbering upwards of 2,000 members, of whom about 1,700 are converts from heathenism or Mahomedanism.

The total amount of material aid secured to Kossuth, in America, is about $90,000.

The Wheat crop of Wisconsin and throughout the Western States, this year, bids fair to be among the richest they have ever had.

The Sabbath.—The Marshal of Indianapolis, Indiana, has given the barbers to understand that, Sunday shaving will not be tolerated. Druggists are required to restrict their sales on the Sabbath to articles of necessity; and keepers of livery stables are enjoined not to hire horses or carriages for trips of noisy pleasure.

THREE DAYS LATER FROM EUROPE.

The steam ship Europa, Captain Lott, arrived at New York on Wednesday afternoon, from Liverpool, with 51 passengers. She brings Liverpool and London dates of June 5. Among the passengers are Mr. Griffith, British Secretary of Legation.

The news from foreign markets is satisfactory. Money is very plenty.

The Austrian loan has been taken at 5¼ premium, principally by Paris orders.

The steamship for Australia, on leaving Plymouth, on Friday, ran against the pier and was so much damaged that she had to put back.

Great Britain.—Both Houses of Parliament re-assembled on Thursday night, but the proceedings on that and the succeeding night were wholly devoid of public interest.

The British West India Mail Company announce their intention of commencing in August next to run a fast Steamer between Savannah, Ga., and Nassau, Inagua, Jamaica, and Chagres, expecting thereby to secure a portion of the California traffic.

The London Times is authorised and requested, on behalf of General Changarnier, formally to contradict the assertion that Changarnier made a proposal to the Provisional Government of 1848 for the military invasion of England.

M. Hubner, the Austrian Ministar in Paris will, it is believed, be shortly recalled, at the instance of the Emperor of Russia, who considers him too zealous an agent of Prince Schwarzenburg's policy to be trusted near Louis Napoleon.

The steam ship Conway is now fitting with new boilers at Southampton for the above route, in connection with which a branch steamer commences on June 5, and will run between Jamaica and Honduras.

Capt. Charles Tyndal, of the navy, has arrived in Galway, for the purpose of viewing and reporting on the capabilities of that port as a transatlantic steamship station. Each of the three Government Commissioners will separately visit the harbours of Limerick and Galway, and send in their respective reports.

The Submarine Telegraph from Holyhead to Howth was laid on the 1st of June, and with comparatively little trouble. It was all laid from the steamer *Britannia*, in 18 hours, and then a broadside was fired in Dublin Bay from Holyhead. Communication was opened immediately after between London and Dublin.

Another line is to be laid from Port Patrick to Donaghadee.

Submarine Telegraph between England and Holland.—A concession was granted on the 11th inst., by the Dutch Government to M. Ruyssenaers for a submarine telegraph from the Hague to Harwich, in England. The probable cost of the undertaking is estimated at about £100,000.

The Strathedeen has arrived from Sydney, and brings 9136 ounces of gold, valued at £35,000

The Hobart-town Gazette of January 2d. just come to hand, offers two pounds reward for the apprehension of Meagher.

France.—From France there is nothing of importance, except that more eminent men are flying from the country, Victor Hugo was the last.

Public opinion appears to be in favour of a reduction of the army, and the non appointment of a Minister of Police.

A rumour is revived for the third or fourth time, that the Orleans confiscations are about to be confirmed.

The political news is uninteresting.

Sayd Pacha, hereditary Prince of Egypt, and eldest surviving son of Mehemet Ali, had arrived at Marseilles, on board a French ship of war. The ostensible cause of his visit is to recruit his health.

The French minister at Cassel has demanded that Canova's statue of Napoleon which stood in the principal square of the city, when Westphalia was a kingdom, shall be given up to Jerome Bonaparte, who destines it for Rheims.

Spain.—A royal decree announces that Spanish and foreign ships may touch at the Canary Islands in transit, or stress of weather, during the months of June, July, or August of the present year, exempted for six days from anchorage or bonding dues. Government had received despatches from the Phillipine Islands to the 15th of March.

Portugal.—Business was dull at Lisbon with however an improvement in some shipments. The difficulties between the St. Ubes Salt Co. and the Government respecting the salt monopoly is still unsettled, so far as British claims are concerned. A Lisbon correspondent of the Daily News says, the information I gave you in my last relative to the salt question at St. Ubes has been confirmed by the publication of a decree concerning the American demand.

Switzerland.— The Swiss Journal Bund denies that protocols have been signed by the great powers to deliver up Neufchatel to Prussia. On the other hand the Independence Belge reasserts that it is so.

Germany.—Vague accounts are in the Austrian papers of a conspiracy that has been brought to light at Bremen. The whole story is comprised in the sentence that certain members of the Todtenbund, had pledged themselves to get rid of certain aristocrats. The London Times correspondent mentions the rumour without attempting to explain it.

Prussian papers state that the exchange of notes between the Cabinets of Berlin and Vienna, on the subject of Zollverein affairs has ceased, and direct negotiations may be considered as broken off. The Zollverein Congress meets at Berlin on the 7th, when a decisive declaration of the intentions of Prussia may be looked for.

Lecture on Mesmerism.—On Monday evening we had the pleasant relief from the irritations and acerbities of party in a lecture from our old friend, Mr. H. E. Lewis, upon the subject in which he excels so much as a demonstrator. After an interesting sketch of his proceedings since his last visit to Wick, and a review of several of the leading objections to the reality of the phenomena of animal magnetism, which he illustrated by one or two highly curious relations. Mr. Lewis proceeded to act upon the audience, and concluded by a series of very successful experiments. At the close he stated that, on his return from Thurso, to which he proceeds for a day or two, it was his intention to devote an evening to the elucidation of advantages presented by British America, which he had recently visited, as a field of emigration over the United States.—*John O'Groat Journal.*

The Jennings' Estate.—This long litigated case has, we learn, been this week settled by the Court of Chancery. The property connected with the estate lies, we believe, principally in the county of Suffolk, and at one period was estimated at seven millions, but only one half of that amount has been divided in the late decision. Two claimants reside in this town, and others are scattered about this and other counties; but the only fortunate one living in this district is a journeyman painter named Langham, in the employ of Mr. Howard, of Maldon. By the recent decision we understand that the property is divided into seven portions, and that Langham's share will be £500,000.—*Chelmsford Chronicle.*

Fickleness of French Politics.—It was only the other day, as it were, that Lamartine observed in his "History," in reference to the events of his own time,—"I scarcely exceed the middle age of man, and I have already lived under ten dominations, or ten different Governments, in France. Between infancy and maturity I have witnessed ten revolutions: the constitutional Government of Louis XVI., the first Republic, the Directory, the Consulate, the Empire, the first Restoration in 1814, the second Government of the 'hundred days' by Napoleon, the second Restoration in 1815, the reign of Louis Philippe, and the second Republic." Since this was written, an *eleventh* Government has appeared in France, namely, the military despotism of Louis Napoleon; and it is by no means improbable that two others will succeed within the next few years. What a contrast does such a set of dissolving views present to the history of England, not during a single lifetime merely, but the long lapse of ten centuries.

Circular Addressed by the California Chinamen to their Countrymen.—The ship Invincible sails this morning for Hong Kong. We understand she takes a number of circulars, addressed by the leading and most intelligent Chinamen in this State to their countrymen at home, advising them of the prejudices that have lately sprung up here against them; of the severe measures which have been adopted throughout the interior to drive them from the mines, and warning them to cease emigrating to California, as they will no longer be welcomed. As this circular emanates from men high in authority and influence among the Chinese, it is expected that it will have the desired effect, and prevent any further increase for the present of our Asiatic population. At the same time it is not improbable that, vexed by the treatment their people have received in our mines, they will make such representation that retaliatory measures will be adopted by the Chinese government against Americans residing and trading in China.—*San Francisco Herald, May 16.*

Brazil.—On the 3d of May, the General Legislature or Parliament assembled at Rio, and the Emperor, attended by a numerous staff, and military, were present. The Emperor delivered a speech, which was received with great acclamation. He was in full royal costume, with a crown on his head—an unusual ceremony. All the royal family and the diplomatic corps were present, in full costume. The whole affair was, *as a pageant*, one of the most gorgeous and brilliant recorded in the History of Royal Fetes in the Empire of Brazil.

Boston, June 17.—The Asia, which left New York yesterday for Liverpool, took $923,000 in specie, and 157 passengers, including Mrs. Sinclair, (late Mrs. Forrest,) Charlotte Cushman, Miss Catherine Hayes, and Benedetti and wife.—*Post.*

The Tremont House, Boston, is to be renovated, and become what, from its plan and situation, it should be, the first hotel in Boston.

Some of the Boston Ship owners have sent a challenge to those of Great Britain, to decide which of the parties can obtain the highest rate of speed from the same cubic feet capacity of model, the winning party to receive £10,000.

Fanny Forrester.—The widow of Rev. Dr. Judson arrived at Utica last week, on her way to Hamilton, the residence of her parents. Her many friends will regret to learn that she is in a delicate state of health.

Whales.—The *Nantucket Mirror* says there is some prospect of a return of the scenes of the early period of whaling, when vessels were fitted out for a few days or weeks to capture whales on the coast. About a week since, three were seen from Siasconnet, several having been taken from Martha's Vineyard, and five have been caught off Martha's Vineyard, Long Island.

Oysters.—It is estimated that the quantity of oysters now planted in the waters of New Haven harbour, is 500,000 bushels. Estimating 200 oysters to the bushel, would give one hundred million of oysters.—These oysters are for the early fall trade, and are aside from the enormous quantities imported and opened there during the winter months.

Cincinnati, June 16.—Great excitement is existing in the upper part of the city, caused by the discovery of 12 human bodies in a shanty on the road to Walnut Hill, purporting to be used for a laboratory, by Dr. Davis. It is supposed his business has been the arranging of skeletons for colleges, and that the bodies had been procured for that purpose. The Doctor has been arrested and held for trial.

Cholera.—We learn from the New Orleans papers, that during the week ending on the 5th of June, there were 139 deaths from cholera in that city.

Passengers in the Ship *Sir Harry Smith*, Capt. Haws, for Liverpool, sailed 11th inst.—Mrs. Baillie and family of the Hon. Thomas Baillie, and Mr. J. C Jouett.

Passengers in the Ship *Constance*, Capt. Wright, for Liverpool on Wednesday last—Rev. H. Daniel, Wesleyan Missionary, and family; Miss Egerton, Miss Page, and Mr. Magur.

Passengers by Steamer *Admiral*, on Wednesday morning, *en route* for Australia, per Ship *Revenue*, from New-York—Messrs. Hugh. Thomas and Jas. Johnston; Frederick Coster, jr.; Penniston Coster, Wm. G. Covert, John Porter, Chas Wolhaupter, J. Forbes Peters, James Travis, James P. Bliss, Reuben Williams, Robert Herbert, and Mr. and Mrs. James Nisbet.

NOTICE.

The citizens of St. John, interested in the welfare of Seamen, are respectfully invited to assemble at the Mechanics' Institute, on Thursday the 24th inst., at 8 o'clock, P. M.

Gentlemen are pledged to lay before the public, facts, relating to the brave sons of the deep, which cannot fail to interest every lover of that interesting class of men.

The formation of a *Seamen's Friend Society* is contemplated with a view to the adaptation of such measures as may, by the Divine blessing, greatly promote the physical, mental, and moral comfort and elevation of Seamen.

As the social and religious, the mercantile and maritime interests, both at home and abroad, are seriously affected, by the *character* of our Seamen, it is presumed the meeting will be very generally attended.

MARRIED.

On the 13th instant, by Rev. R. Knight, Mr. George Sweet, to Miss Jane Smith, both of Portland.

On Wednesday evening, by the same, at the Wesleyan Chapel in Germain-street, Mr. Michael Hennigar, Jr., to Miss Sarah A. Turner, both of this City.

At Indian Town, on Wednesday evening, by the Rev. William Harrison, Rector of Portland, Mr. John E. Sayre, to Julia A., youngest daughter of Barnes Travis, Esq.

On the 16th inst., by the Rev. John Irvine, Mr. Alexander Campbell, to Mrs. Rosa Smith, widow, both of the Parish of Lancaster, in this county.

At the Christian Chapel, on Thursday evening, by W. W. Eaton, Mr. Thomas Clerke, of this City, and Miss Emily Hopson, late of Philadelphia.

On Thursday the 17th inst., at the residence of the Bride's father, by the Rev. W. Ferrie, Mr. Andrew Burrell, to Sarah Jane, eldest daughter of Mr. Thomas Morris, all of this City.

On 19th inst., by the Rev. Wm. Donald, A. M., Mr. Charles Bowles, to Miss Elizabeth F. Armstrong, both of this city.

On the 14th inst., by the Rev. R. Cooney, Mr. A. Blain, to Miss Margaret Wilson, all of this City.

DIED.

This morning, after a lingering illness, Mr. Andrew Gabby, aged 80 years, a native of County Down, Ireland.—Funeral from his late residence in Brussels Street, on Wednesday afternoon, at half-past 4 o'clock, when friends and acquaintances are respectfully invited to attend.

On Thursday, after an illness of five days, Martha, wife of Mr. James Godsoe, aged 69 years.

On Tuesday, Mr. Abraham Maybee, in the 28th year of his age.

At Digby, on the 24th ult., after a protracted illness, Charles W. W. Nichols, Esq., eldest son of the late G. K. Nichols, Esq.

At San Francisco, April 18th, of dysentery, Robert Crozier, of Queen's County, N. B., aged 35 years.

At New-York, 25th May, Mr. Nathan Hampton, formerly of this city, aged 39 years, leaving a wife and five children to lament their loss.

Lost overboard from the schooner Maria, on her passage from Honolulu to Maui, on the night of the 10th April, Colin J. Allen, Esq., of Lahaina, Attorney-at-Law, aged 30 years, formerly of Fredericton, New-Brunswick. Mr. A. had resided nearly five years at the Sandwich Islands, and was much respected for his talents and attainments.—[He was son of the late Dr. Allan, of Fredericton, and was in the 30th year of his age.]

PORT OF SAINT JOHN.

ARRIVED.

Wednesday—Barque Sarah Louisa, Peake, Liverpool, 69—N. S. Demill, general cargo.
Fleetwood, Duguid, New York, 4—R. Rankin & Co., ballast.
Schr. Dolphine, Hoffman, Montreal, 20—R. Rankin & Co., general cargo.
Æneas, ——, Castletown, 48—order, passengers.
Steamer Admiral, Wood, Portland,—Geo. Thomas, passengers, &c.
Thursday—Sch. Providence, Boutin, Halifax, 6—B. Tilton, oats, &c.
Friday—Schr. Brothers, Brundage, Charlotte Town, (P. E. I.) 8—J. L. Holman, oats, &c.
Steamer Maid of Erin, Belyea, Portland—Thos. Parks, passengers and merchandize.
Admiral, Wood, Portland—Geo. Thomas, passengers, &c.
Saturday—Barque Snowdon, Walker, Liverpool, 48—W. & J. Lawton, salt and coals.
Schr. Louisa, Bissett, Boston, 5—A. T. Heney, ballast.
Midas, Palmer, New-York, 8—R. Rankin & Co., flour, &c.
Monday—Am. ship Cape Cod, Hopkins, Boston, 3—N. S. Demill, ballast.
Swed. barque Napoleon, Dannewig, Queenstown, 30—C. Brown, do.
Brig Runneymede, Carey, New York, 8—V. Thomson, do.
Tuesday—Ship Britannia, Coulthart, Liverpool, 31—J. Wishart, salt and coals.
Am. Ship Carnatic, Devereaux, New-York,—J. W. Cudlip, ballast.

CLEARED.

June 16th—Barque Bonito, Stickney, Liverpool, deals—R. Rankin & Co.; Brig Argus, Harrison, London, deals—Henry Garbutt; Schr. Pheasant, Cameron, Halifax, salt—J. W. M. Irish.

17th—Barque Harriott, Spurr, Glasgow, deals—Wm. Thomson; Brigt. R. M. Prescott, Heard, New Haven, boards—Geo. Eaton; Schr. Exile, Gilliatt, Saco, boards and plank—E. D. Jewett & Co.

18th—Barque Glasgow, Hatfield, Greenock, timber, deals, &c.—Owens & Duncan; Brig Maxwell, Taylor, Grimsby, timber and deals—John Robertson; Albion, Leslie, Aberdeen, timber, deals, &c.—R. Rankin & Co.

19th—Barque Corinthian, Spence, Hull, timber, deals, &c—Kirk & Worrall; America, McLean, Liverpool—John Robertson; brigt. Kendall, Crowell, Bath—T. McHenry.

21—Barque Kepler, Krudlop, Grimsby—John Robertson; Ross, Brown, Hull—Kirk & Worrall; brig Daring, Bingay, Barbadoes—R. Rankin & Co.

The Norwegian ship Deodata, 600 tons, Jorgenson, master, from Richibucto for Great Britain, was wrecked at St. Paul's Island, Gulf of St. Lawrence, on the night of 25th ult., during a snow squall, and immediately went to pieces. The Captain and ten men were drowned—the mate and a boy only being saved.

Schr. Golden Grove, from Prince Edward Island, for Magdalen Islands, was lately wrecked near Margaree, Cape Breton, and all on board perished.

Brigt. Shamrock, Morrison, lumber loaded, from Bathurst, to St. John's, N. F. lost 9th inst., where not stated.—*Tel. from Chatham.*

Barque Menapia, Crucher, from Shields, for New-York, went ashore at Western Head, near Liverpool, (N. S.) on the 9th inst.—Master's son and one man drowned: vessel and cargo a total wreck.—[The Menapia's log book and some other papers, &c., were picked up by the schr. Dolphine, at this port, from Montreal, and a vessel at Eastport.]

At Windsor, brigt. Comet, Fritzs, of this port, to sail for Alexandria, 18th inst.

Sailed from Alexandria, June 10th, barque Zanoni, for St. John.

Sailed from Mobile, 16th, ships Perthshire, Creighton, and Beejapore, McLay, for this port.

Cleared at Philadelphia, June 11th, brig Eliza, Hilton, St. John; 14th, ship Helen Thomson, Gray, Dalhousie.—At New-York, 10th, ship Eugenia, St. John; 11th, barque Forager, do.; 12th, ship Carnatic, do.; 15th, ship John Marshall, Bathurst; ship Eva, and brigs British Oak, and Pilgrim, do.—At Boston, 12th, ship Cape Cod, St. John.

Arrived at New-York, June 16th, ship Tantivy, from Liverpool.—At Boston, schrs. Echo, and Helespont, St. John.—At Sydney, (C. B.) 10th, brig Sarah, Johnston, Newfoundland.—At Halifax, 15th, schr. Charles, Simpson, St. John.

Buctouche, June 7th.—Cleared, barque Marthine, Ellerston, Bristol; 8th, brigt. Irene, Joice, Newfoundland; 9th, brig England's Queen, Cunningham, Penzance; 11th, brig Marys, Foster,