hot up perpendicularly into the air
opmast; her mizen went by the
new one, was shot clean out of her
d over to port an angle of 45 de-
elway being open, daylight was
om timbers on her starboard side,
rd al o, having been blown away,
asunder as she went down, leaving
the top of her foremast. The time
being struck and her sinking could
minutes and a half. Some few of
ectators, chiefly professional men,
the mass all was mute astonishment.
o sudden, so frightful, so stupendous,
r a moment even to the thousands
that witnessed it. It was like an
* But though every body was
g narrowly, with all the aid that opti-
ford them, the mode of operation is,
found a secret to the world as before

BER MARKET, July 31.—This
great import from British America,
rked contrast to that of former years,
prised in 19 vessels, 9549 tons, a-
06 tons last year, and shows, on the
e February 1st, a deficiency of 56
The long detention of many of the
ton ports, and the diversion to the
many of the vessels usually employed
l account for this. In the meantime,
er have been almost exhausted, and
ect ready sale at full prices. Ameri-
he arrivals of square Timber have
ber,—three of the cargoes, being for
Merchants, pass at once by resale to
riers which do not transpire. Four
r importers, have been sold—one of
one at something under 13d., one, of
o good, at 17d. and at 17½d. per foot.
has been consumed by the importer,
stigourki has been sold at 16½d., the
ed coastwise. A cargo of St. John
verage, has been sold off the quay at
y auction, from the yard, 10,000 feet,
old at 19½d. and 5000 feet, of smaller
ot. Birch.—A parcel of Lower Port
d. per foot; St. John, with cargo, at
y auction, a few pieces of St. John at
ontinues good, and the market barely
spars were sold at 19d. per foot, and
; there have been no arrivals of con-
Deals, with cargo, have been sold at
d apart, for middling quality, £9 and
has been obtained. New-Brunswick
Planks and Boards.—Two cargoes of
been sold from the quay at 24d. per
all shipment; a cargo, of very good
ided at 2d. 7-16ths to 2¼d. and another,
5ths to 2¾d. per foot of 2 inches, and
Quebec Staves.—Standard have been
20 per M, and by auction at £44 per
veral parcels have been sold at £15 to
to quality and specification. W. O.
ng quality, with cargo, have been sold
part, fair quality, at £16 16s. per M.
John, with cargo, was sold at £4 per
Wilmer's News Letter.

suring Wood Cargoes from Bri-
consequence of parties in Glou-
that in cases in which the Mer-
duce the Specification for Car-
ods, from British America, in or-
ery thereof may take place by
ge Content of 120 pieces, as al-
nute and General order of 23rd
y, 1843,—they may have the *op-*
the cargoes at the rate of 120
x Loads, as the case may be, un-
Order of the 17th and the 18th
stead of being compelled to resort
urement according to the practice
don." The Commissioners have
Order stating that they approve
of the Surveyors General, submit-
ctice as observed in London *be*
, and that in cases in which the
Invoices be not produced, the
nd the dimensions be ascertained
urement, unless the parties should
n order that the officers may satis-
at the actual Content would not
puted quantity sanctioned by the
in which cases only the officers
prised to deliver the cargoes by
lb.

TER, August 2.—Our staple mar-
n a very satisfactory state, and
yarn and goods, are not only firm-
out exhibit a further tendency to
trade reports of Manchester for the
e that the manufacturers were in a
ng position, and that for many des-

er known since 1838, and there is
er without contracts for some time

FIELD, July 30.—The warehouses
home trade are generally buoyant
the buyers who have visited the
e week have been numerous. The
in most of the American houses are
d, and less business in this depart-
pected until the fall trade. The
ses are more actively engaged, and
nore business is doing than is usual
f the year.

D CHINA.—The dates from Bom-
20th of June, from Calcutta to the
China to the 1st of May. We have
ummary from the "*Bombay Month-*
mes." The hot and rainy months
newless ones in India; field opera-
pursued then unless in cases of ex-
cy, and communications by sea and
rdy and difficult. The rumours of
grand army of from 60,000 to 80,000
ave died away; and though it is still
t orders were given for the collec-
baggage camels in Scinde, and stores
at Ferozepore, the further report
ve arisen on insufficient foundation,
or-General, as his hour of danger
n, must have abandoned his shrines.
The meeting of the Beloochee chiefs
on the 24th May has passed very
th what good results remains to be
ss has not increased with the rapidly
prehended amongst the troops. The
and district of Boorhanpoor has been
possession of, no obstruction having
It is said to have been restored to
. Gwalior continues tolerably quiet.
utbreak in the Punjaub appears to
ed for the present with the defeat and
tar Singh. The entrenchments at
ave been heavily armed, but no other
ny moment had been heard of since
e Bengal troops continue sulky and
in Upper Scinde. Gang robbery has
e time past prevalent in the Northern
n some parts of the Deccan. The
system of opium adulteration in Bom-
sive as to threaten infinite injury to
s just been disclosed. The accounts
borough's recall reached Bombay on
and would be received in Calcutta by
he 15th. The determination of the
ectors occasioned some surprise—but
"—to the peace-loving portion of the
Cholera has prevailed amongst some
s troops to an extent almost unprece-
severe storm was experienced at Cal-
18th May, while another of lesser vio-
d Madras on the — of June. The
in at Bombay on the 4th of June, when
f rain fell. No subsequent fall of any
as occurred, and great inconvenience
water has been felt in consequence.
ta exchange has fluctuated very little,
1s. 11½d. being the rate, at which a
t has been sold. Freights without any
eration.
y trade is dull. Freights have slight-
, and may be quoted for London and
£2 15s. and at £3 for first-class ships,
second-class.

—Riots at Canton.—The news from
he 1st of May. The *Canton Press* of
March, says, "On Monday last some
men, belonging to a Swedish ship at
Whampoa, had a quarrel with the Chi-
egan to pelt them with stones, upon
Manilla men charged the mob, and, it is
ed a Chinese. The mob, however,
been dispersed in the first instance,
ed, and threw stones at the seamen in
's garden, and the latter had to take to
As is usual in such cases, the mob
led in front of the factories in formida-
, and some apprehensions were en-

tertained that they might proceed to violence, but a detachment of police and soldiers was sent by the authorities from the city, and the mob was dispersed soon after dark without having done any damage. Her Majesty's consul had meanwhile, we understand, sent to Whampoa for assistance, and in consequence about 200 men from the ships arrived in boats early next morning, at which time, however, we are happy to say, everything had returned to its wonted quiet."

The accounts of the state of the markets differ but little from those last received. For opium there was a better demand at Macao. This drug at Shanghae was declining rapidly.

Freight to London continues as before, £3 per 50 cubic feet, and tonnage abundant.

We are sorry to learn from the *Hong-Kong Gazette*, of the 23rd of April, that Commander the Hon. Erskine Murray, who had proceeded with a couple of vessels to Borneo to form a settlement there, and to establish friendly relations, was betrayed and treacherously murdered, with several of his party, by the Sultan of Coti.

An amended translation of the Chinese treaty has been published, which shows that we have stipulated for something more or something less than we intended; and great blame has been cast upon Sir Henry Pottinger for so great an oversight. The upshot is, that we find the island of Hong Kong, as our Main commercial depot, considerably less valuable and important than we conceived it to be.

The annexed paragraphs from the *Singapore Free Press*, will show what are the principal omissions:—

"By the 13th article it is provided, that Chinese merchants purchasing goods at Hong-Kong, must ship them on board Chinese vessels. This does not appear in the official translation, and yet it is a most important clause, as it in effect, combined with another in the 17th article, will completely shut out foreigners from carrying on a coasting trade, which otherwise could not have failed to be both extensive and profitable. As we read the non-official translation of this article, all Chinese merchants, except those residing at one of the five ports, are prohibited from trading with Hong Kong, although this does not appear on a perusal of the official translation.

"The 17th article, which makes provisions regarding vessels under 150 tons, and by which they will be admitted to Canton on payment of a very small duty, contains one very important passage, not given in the official translation, by which all vessels under 150 tons, visiting any other of the ports except Canton, will have to pay the same rate of duty as large vessels, and which, on a small vessel of even 50 tons burden, visiting the four ports and calling for return freight, would amount to £100 sterling! By this fatal oversight on the part of the British plenipotentiary, in allowing such a clause to stand, the value of Hong-Kong, as a convenient place from whence trade might be carried on with the different ports, is destroyed; and in fact, the whole operations of merchants in China will be narrowed and cramped by this most unfortunate clause."

PERSIA.—There have been some terrible earthquakes in Persia. Tabriz, Tehran, and Ispahan equally felt them. Kinshar, Mana, and various other cities, towns, and villages were more or less overthrown, leaving the inhabitants buried under the ruins.

FRANCE AND MOROCCO.—Despatches have been received from Marshal Bugeaud, informing his Government that he had received dispatches from the Emperor of Morocco, to the effect, that he had ordered the Calipha, who had attacked the French troops, to be put into chains, and to be placed at the disposal of Marshal Bugeaud. The Marshal replied, that he should refuse receiving the prisoner until he had received further instructions from his Government; and that, in the meantime, he should continue hostilities against the Emperor. Marshal Bugeaud, on the 22d of July, had his head quarters at three leagues from Ouchda, and was continuing to burn the villages and destroy the crops on the Morocco territory. The same day (22d) the Marshal sent dispatches of a most pressing nature to the Prince de Joinville. The French army is well provided with ammunition, and in active preparation.

It is not generally known that the present Emperor of Morocco was originally a merchant in Mogadore, and that the previous Emperor bequeathed the crown to him; in preference to his son, who was a sad scapegrace. That very son is now with Abd-el-Kader, and should the Emperor not proclaim the "Holy War" at once, Abd-el-Kader will proclaim this son the rightful heir to the throne, and will place him there. The Emperor is, therefore, in a cleft stick, and has no help in the matter.

According to the *National*, the French government have given orders to the Prince de Joinville to establish a strict blockade along the whole coast of Morocco, and to seize and sink all the ships belonging to the emperor's navy.

NAPLES.—The *Giornale Delle Due Sicilie*, of the 13th July, publishes the sentence pronounced by the military commission sitting at Cosenza, in the case of seventy-six individuals implicated in the revolt which took place in that town on the 15th of March last. Of these 21 were condemned to death, 10 to thirty years hard labour, 12 to twenty-five years, 6 to five and six years' imprisonment, 3 to costs; 24 were liberated on bail, or discharged. Six of the prisoners capitally convicted had been shot, and the King had commuted the penalty of the fifteen others to hard labour for life.

THE CIRCUIT COURT.—This Court still continues its sittings before His Honor Judge Botsford, who has had a most wearisome Circuit. There are now remaining on the Docket no less than twelve causes for Trial, several of them important, and we doubt if they will all be tried, as His Honor must leave the City on Saturday next for Richibucto, where the Assizes begin next Tuesday.—*New-Brunswicker.*

The Concert of the *Sacred Music Society*, at the Mechanics' Institute, on Wednesday evening last, was numerously and most respectably attended. The performances were throughout of the very first order, and gave great pleasure and satisfaction to the intelligent audience.

The pleasure trip to Fredericton in the steamer *New-Brunswick*, on Thursday last, was a most pleasant and agreeable excursion. The party numbered about 350 persons, exclusive of the members of the Fredericton Amateur Band, which very efficient corps of musicians entertained the company with a great variety of excellent music during the day, and many of the younger portion of the party amused themselves by engaging in the dance. The beautiful land and water scenery of the noble St. John, and the many fine farms and cultivated fields which greeted the eye in every direction, attracted the attention of all. The boat arrived at Fredericton about 6 o'clock, p. m.

A number of the party (says the Herald,) spent a very agreeable evening at the Soiree, at the Baptist Seminary, which was well attended, and which afforded the citizens a very agreeable treat.

"Early on Friday morning, and while the cool and refreshing breezes were spreading their invigorating influence around, many persons embraced the opportunity of visiting Watts' Gardens;—and we must not omit here to mention that the gardens of the Hon. Mr. Wilmot were thrown open to the public, who are highly indebted to Mr. Wilmot for his kindness in this as well as securing the services of the Band. At 11 a. m. the party, having been accompanied to the boat by their friends, immediately embarked, and not without regret bade adieu to Fredericton, and pursued their way to St. John, where they arrived at 8 p. m., highly pleased with the whole affair, and gratified to find that during the excursion nothing had transpired to mar their enjoyments."

Her Majesty's ship *Vindictive*, 50, Capt. Sir J. Toup Nicolas, has arrived at Portsmouth, from Tahiti and the Sandwich Islands. Mr. Pritchard, British Consul at Tahiti, who had been imprisoned and expelled from Tahiti, by the French usurping authorities, came passenger in the Vindictive. The subject of the outrage, it will be seen, has been brought before the House of Commons by Sir Charles Napier, to which Sir R. Peel replied that the proper representations had already been made to the French government.

SWALLOWS.—*Friday, Aug.* 16th.—This morning, the Martins and Swallows are making a lamentable noise and twittering, gyrating around and perched upon the Vane of the Kirk; the morning is foggy and chilly, and no doubt the cause of their uneasiness arises from the fact that the flies which furnishes them with food are secreted, and are not abroad to afford them their usual repast, or even a breakfast. During the night between Saturday and Sunday (the 17th and 18th) the wind, which had been for about a week past from the Southward and Westward, changed to the N. by W. and blowed strong;—taking advantage of this change, the main body of these pleasing and amusing ornaments of creation most likely took their departure for the season, for they have been but casually noticed since Saturday, and if so, they have enjoyed since that time, two of the hottest days of this season, to get clear off. On Sunday the Temperature ranged in different situations from 106 to 110 in the sun,—86 to 90 in the shade; and at noon yesterday the wind veered back to the S. and W. again, where it still remains. Last year the Swallows remained with us till the 31st August. —*Communicated.*

NEW VESSEL.—A very fine looking new Ship of 856 tons, called the *Swan*, was launched on Thursday last from the Building Yard of Mr. James Smith, at Courtenay Bay in this City. She is owned by the enterprising builder.

DROWNED.—A labouring man named Timothy McCarty, was drowned alongside the ship New Zealand on Wednesday last, by the breaking of a ladder, four persons having imprudently got upon it at once. His body has not yet been found.—*Ib.*

A steam ship has recently been launched at Bath, Maine, called the "Marmora," designed to be sent out to Constantinople, to trade on the Mediterranean. She is rigged with three masts, and after the same style as the English line of royal mail steam ships, and is to have two of Erickson's propellers.

REV. DR. MCLEAN.—At a meeting held by appointment in the Scotch Church at St. Andrews, on Monday afternoon last, a letter was read from the Rev. Dr. McLean, resigning his charge of the flock over which he has presided for nearly twenty years—which resignation was accepted, and measures were adopted to obtain a Clergyman to supply his place. We are happy to learn that the Rev. Dr. has been appointed "Secretary to the Church Schemes" in connexion with the established Church of Scotland, and is to reside in the City of Edinburgh.—*St. Andrews Standard.*

THE CUNARD STEAMERS.—From an observation which fell from a member of the Assembly before the close of the session, we have been led to the conclusion that it is not probable the British Government will withdraw the Steamships from this port, and send them direct to Boston. Indeed, a moment's reflection is sufficient to suggest this improbability. Almost ever since Nova-Scotia has been a Colony, has Halifax been the starting point for the packets between England and America. This communication was for a long time kept up by means of sailing vessels; but these have been succeeded by the more rapid conveyance of Steam which we have now the happiness to enjoy—a line supported mainly by the munificence of the Parent Government, for intercourse with, and the preservation of her Colonies. An innumerable train of evils must naturally arise to every mind, as the result of a diversion of this line direct to the United States; and the more we reflect on it—the more we feel convinced that the British Government cannot be cajoled into such a mad act by the representations of even the cunning diplomatists of the United States—an act which would be unjust to these colonies, and suicidal as regards their pure and fervid attachment to the Parent State. The conveyance of the Canada Mail, through the United States, instead of via Pictou is an arrangement which may be accomplished, without so much harm.—*Halifax Morning Post.*

Late from Trinidad.—The brig "Grecian," Capt. Benedict, arrived at Philadelphia on Saturday from Trinidad de Cuba, which place she left on the 21st ult. We regret extremely to find, (with out ver.) the grounds before she sailed, (with out ver.) slight exceptions) the drought had continued in all the planting districts, of which Trinidad is the centre and shipping port. Many of the planters have lost nearly all their cattle, and the appearance for the coming crop was forlorn indeed. At the time Capt. B. left, there were no freight whatsoever to be had, and vessels were leaving daily in ballast, after waiting in vain for cargoes. The Grecian returns but partly laden. Prices of produce of all kinds, for lack of operations, extremely dull.—[Philadelphia U. S. Gazette.

FROM NASSAU, N. P.—The Royal Gazette of the 20th ult. says:—The inhabitants of the out Islands are said to have severely suffered from starvation. 1418 bushels of corn, and 177 barrels of corn meal has been distributed among the sufferers.

WESLEYAN CONFERENCE.—The one hundred and first annual Wesleyan conference opened on Wednesday, in Birmingham, the committee having previously assembled. From the financial statement of the Education Committee, it appeared that, including a grant from the Centenary Fund, about £12,000 had been already contributed or promised. There had been 110 candidates for training as masters or mistresses, 42 of whom had been accepted, and sent to the Glasgow Normal Seminary. Since August last, about 13 had finished their preparatory courses, and had been sent out to different places, and there were a number of applications which would be met in the course of a few months.—There had been an increase, during the year (if we thought the returns were correctly), and 143 Sunday schools, and 15,627 scholars. Of 7 week day and infant schools there were 183 for boys, 109 for girls, and 40 for infants, containing 13,138 boys, 8 776 girls, and 3,349 infants.—making a total of 25,463, and an increase of 4,659 children. In the Missionary Committee the Rev. Dr. Bunting then took a general review of the receipts and expenditure, showing that the former, for the current year, could not be estimated at a higher sum than £298,000, while the latter would reach £110,000, involving a probable deficiency of £12,000, and he called upon the meeting to determine whether there must be a sweeping reduction in the missions or a permanent increase of income. A long discussion ensued, in which Mr. Burton, of Leeds, having playfully expressed an opinion, that the Wesleyan body would come nearer to £110,000 in contribution than the committee would keep to that sum in expenditure, the idea was taken up, and a resolution was passed unanimously, pledging the connexion to raise that amount within the year.

[*Liverpool Mail, August* 3.

Old England.—Dr. Adam Clarke, one of the greatest divines connected with the Wesleyans, in the last volume of his travels, thus apostrophises his country:—"O, England! decent abode of comfort, and cleanliness, and decorum! O, blessed asylum of all that is worth having upon earth! O, sanctuary of religion and of liberty for the whole civilised world! It is only in viewing the state of other countries that thy advantages can be duly estimated! May thy sons who have 'fought the good fight,' but know and guard what they possess in thee! O, land of happy firesides, and cleanly hearths, and domestic peace! of filial piety, and parental love, and connubial joy! The cradle of heroes, the school of sages, the temple of law, the altar of faith, the asylum of innocence, the bulwark of private security and of private honour!

Where'er I roam, whatever realms to see,
My heart, untravell'd, fondly turns to thee!"

THE NIGHT BEFORE THE SEIGE OF QUEBEC.—Swiftly but silently, did the boats fall down with the tide, unobserved by the enemy's sentinels, who were,—or who should have been, at their posts along the shore. Of the soldiers on board how eagerly must every heart have throbbed at the coming conflict; how intently must every eye have contemplated the dark outline, as it lay pencilled on the midnight sky,—and as every moment it grew closer and clearer,—of the hostile heights! Not a word was spoken, not a sound was heard beyond the rippling of the stream. Wolfe alone—thus tradition has told us—repeated in a low, voice to the other officers in his boat those beautiful stanzas with which a country churchyard inspired the muse of Gray. One noble line—"The paths of glory lead but to the grave"—must have seemed, at such a moment, fraught with mournful meaning. At the close of the recitation, Wolfe added: "Now, gentlemen, I would rather be the author of that poem than take Quebec."—*Lord Mahon's History of England.*

Passengers in the steam ship *Acadia*, from Liverpool to Halifax—Miss Deans, Mrs. Smithers, 2 Misses Copland, Messrs. Bennett, W. E. Taylor, Lieut. Wall, Mr. J. E. Grobb, Dugald Stewart.—7. And 77 for Boston.

FREE PRESBYTERIAN CHURCH.

☞ The Trustees request us to intimate to the friends of the Free Presbyterian Church in this City, that Collections will be taken up on Sabbath next, (25th instant,) after the Morning and Afternoon Services, to assist in liquidating the debt incurred by the addition lately made to the Building.

☞ Every accommodation will be afforded to strangers. August 20.

MARRIED.

On Saturday morning, in the Wesleyan Chapel, Germain street, by the Rev. Enoch Wood, Mr. Stephen Blizard, to Rebecca, second daughter of Mr. Wm. Bustin, all of this City.

Last evening, by the Rev. A. Halket, Captain William Halerow, of the ship *Clyde*, to Lucy Maria, third daughter of Mr. Joseph Allan, of Kentville, N. S.

On Sunday evening, 11th inst., by the Rev. Mr. Harrison, Mr. Francis Crawford, to Miss Maria Patterson, all of the Parish of Portland.

On Friday evening, 16th inst., by the same, Mr. Christopher Frame, of the Parish of Portland, to Mrs. Mary McKelvey, of the City of Saint John, widow.

At Dumfries, (County of York,) on the 30th July, by the Rev. J. W. Disbrow, Mr. Alonzo J. B. Cumings, to Miss M. Woodland.

DIED.

On Sunday morning last, suddenly, Jane, eldest daughter of Lieutenant Charles Hare, R. N.

At Harvey, County of Westmorland, on the 28th of July last, after a long and protracted sickness, Mr. Robert Petegrew, merchant, of that place: a native of Ireland—about thirty years of age.

At St. Andrews, on the 20th ult. after a short illness, Elizabeth, wife of Mr. George Boyd, in the 35th year of her age, leaving a disconsolate husband and six children to lament their severe bereavement.—Mrs. Boyd was a native of Edinburgh, Scotland.

At Saint George, on Friday the 9th instant, Fanny Carman, youngest daughter of John E. Messenett, Esq.

At Aberdeen, on the 24th ultimo, deeply lamented, John Emslie, Esquire, late Captain in Her Majesty's 83rd Regiment. Capt. Emslie served in the Peninsula from June 1813 to the end of the war, including the battles of Nivelle, Nive, and Orthes; actions of Sauveterree, Vic Bigorre and Tarbes, and battle of Toulouse: likewise in the Kandian insurrection of 1817 and '18, in Ceylon. He was also actively employed during the late troubles in Canada. He was highly esteemed by his Brother officers and a numerous circle of relatives and acquaintances.

PORT OF SAINT JOHN.

ARRIVED.

Wednesday—Steamer Herald, Brown, Eastport—passengers, &c.
Ship James White, Price, Philadelphia, 10—John Haws, flour, corn, pork, beef, &c.
Brig Amelia, Crosby, Cork, via Yarmouth, (N. S.) Chas. McLauchlan, ballast.—On the 16th July, lat. 45, 20, N. long. 39, W. spoke barque Royalist, Lawson, from St. John for Liverpool, out eleven days—all well.
Schr. Addranaah, Crosby, Halifax, 9—Geo. Sutherland, sugar, &c.
Thursday—Brig Jane Alice, Waugh, Sunderland, 62—James Kirk, ballast.
Schr. Clyde, Crosby, Halifax—Geo. Salter, sugar.
Friday—Barque Frederick, Grant, Liverpool, 45—S. Wiggins & Son, ballast.
Ship Montmiancy, Carey, Penzance, 42—S. Wiggins & Son, ballast.
Brig Bartley, Collins, Halifax, 8—John Mackay, ballast.
Friendship, Stephenson, Gloucester, 42—S. Wiggins & Son, ballast.
Eliza Ann, Hill, Halifax, 6—N. S. Demill, sugar.
Brigantine Mohican, Smalley, New-York, 10—J. & R. Reed, wheat and flour.
Saturday—Barque Houghton, Wilson, Hull—order, ballast.
New Barque Mary, Stephenson, Shebenacadie, N. S. timber loaded, bound to England.
Sunday—Schr. Queen, Eldridge, Alexandria, 15—H. Gilbert, wheat.
New Brig Cygnet, Marr, Quaco—towed into port by the steamer *Nova-Scotia*—owned by the Master.
Monday—Brig Lumley, Topliff, Dublin—John Wishart, ballast.
Tuesday—Brig Camilla, Shaw, St. Vincent—order, ballast.
Schr. Kitty, His, Cork—order, ballast & passengers.

CLEARED.

Aug. 14th—Brig Sarah, Archeson, Liverpool, deals—John Wishart; Wanderer, Kinney, Antigua, lumber, &c.—Thos. E. Millidge; Schooner, Flora, Wheaton, Bangor, (Me.) pig iron—Wm. Carvill.
15th—Brig Ann Emma, Beardsley, Hull, timber and deals—John Mackay; Mary, Boddie, Belfast, timber and deals—John Robertson; Apphira, Pettingell, Boston, timber—J. Weld.
16th—Schr. Victory, Dean, Eastport, lumber—I. D. Andrews.
17th—Ship Emerald, Leighton, Liverpool, timber and deals—S. Wiggins & Son.
19th—Ship Bethel, Card, Hull, timber & deals—John Mackay; Margaret, Bruce, Liverpool, timber & deals—R. D. Wilmot; Barque Bristol, Maxwell, Cork, deals—John Marsh; Brig Mariner, Walker, Dublin, deals—D. Vaughan; Fortitude, Garbutt, London, deals—S. Wiggins & Son; Schr. Jessie, Challis, Limerick, timber & deals—S. Wiggins & Son.
20th—Ship Seraphine, Affleck, Liverpool, timber & deals—John Mackay; Barque Argimou, Betts, Belfast, timber & deals—Alang & Davidson; Clyde, Halerow, Liverpool, timber & deals—James Kirk; Brig Hibernia, Neville, Wexford, timber & deals—S. Wiggins & Son; Schr. Peru, Calhoun, Dublin, timber & deals—Master.

Her Majesty's schooner Fair Rosamond, Lieut. Bullen, arrived at this port on Sunday, from Halifax.

Arrived at Quaco, Brig Argent, Hardenbrook, from Dublin, 61, in ballast, to R. G. Moran.

Ship "Margaret Rait," Coffin, hence, at London on the 10th Aug.—20 days passage.

The Ocean Queen, at Quebec from Liverpool, spoke on the 3d July, lat. 49 20, long. 37, brig Garland, 19 days from St. John, for the Clyde.

Spoken, Aug. 2d, long. 61 20 W., lat. 41 56 N. barque Pursuit, hence, for Liverpool, out 7 days.

ARRIVALS FROM ST. JOHN.—July 15, Miramichi, a Grangemouth; 16th, Thomas Hanford, at Kinsale; Andromeda, Dunder; Fortune, Belfast; 17th, Sir H. Pottinger, Belfast; Alfred, Leith; Lady Sale, Clyde; 18th, Palmerston, Belfast; 20th, Robert, Gravesend; 23d, Forager, Devon; Nile, Hartlepool; 25th, Sarah Marie, Sligo; 26th, Queen, Hull; 27th, Martha, ditto; 28th, Preston, Lyan; Fellowship, Dublin; 29th, Hope, Gravesend; Samuel, Liverpool; 30th, Augusta, Falmouth; 31st, Sarah, Deal; Wakefield, ditto; Hannah, Maryport; Lord Seaton, Dublin; Ayrshire, Newry; Mary, of Cork; Gratitude, Killibegs; Margaret Pollok, Liverpool; Royalist, ditto; August 1st, Baltze, ditto; Perseverance, Deal; 3d, Adelaide, Liverpool.

SAILED FOR ST. JOHN.—July 12th, Hope, from Bayonne; 13th, Cove, from Hull; Nerio, Limerick; 19th Sophia, Deal; 20th, Oberon, Portsmouth; 22d, Thetis, Liverpool; Marys, Limerick; Rover, Westport; 23d, Sovereign, Newry; 24th, Exchange, the Clyde; 26th, Belmont, Deal; 27th, John McGrath, Dungarvon; 29th, Robert, Deal; 30th, Venerable, Hull; Nonantum, Stockton; Sophia, Dungarvon.

Loading at London for St. John—Lady Caroline.
Loading in the Clyde for St. John—Canmore.

Arrived from Miramichi—July 16th, Dauntless, Belfast; 17, Urania, Hayle; 18, Henry, Pentland Firth; 19, Minerva, Liverpool; 21, Albion, Dundee; Herrings, Falmouth; Eagle, Ipswich; 22, Tagus, Falmouth; 24, Echo, Shields; Ant, Hull; Heron, ditto; Tacitus, Cobly Roads; 25th, Spray, Hartlepool; 26th, Wilberforce, Brincombe; 27th, Watchful, Plymouth; 28th, Harvest Home, Holford; George, Cork; 29, Ocean, Waterford; Retreat, Belfast; 30th, Io, Liverpool; Leader, Torquay; 31st, George, Liverpool; John & Hannah, Shields. *Sailed for Miramichi*—July 23d, Sylvanus, from Perzance; Endymion, Hull; Lord Malgrave, ditto; Gazelle, Southampton.

Arrived from Richibucto—July 30, Commerce, at Cork; 31st, Sarah Barry, Exmouth; August 1st, Tamer, Liverpool. Sailed for Richibucto—July 15, Frances, from Londonderry.

Arrived from Restigouche—July 16, Helen Douglas, Annan; 19, Good Intent, Fowey; Aug. 1, Henderson, Maryport. Sailed—July 25, Nelson, from Dublin.

Arrived from Dalhousie—July 20, Thames, at Leith; 29, Aid, Leith Roads. Sailed—July 22, Hibernia, from the Clyde.

Liverpool, July 23.—The Lord Ashburton, hence, to St John, N. B. went on shore near Strangford, 21st inst. and bilged. Crew saved.

Bideford, August 1.—The Pandora, of and for Waterford, from St. John, N. B., was taken in with, 25th ult. in lat. 50, lon. 19, water-logged, and on her beamends, and the crew taken off by the Isabella, arrived at this port.

QUEBEC, August 5.—The brig *Robert & Isabella*, Capt. Cowell, arrived here yesterday, brought up six men from Anticosti, being part of the crew of the brig *Sir Wm. Wallace*, Capt. Anderson, wrecked on the Labrador coast.

Capt. Patterson, of the bark *Covenanter*, arrived here yesterday, reports that on the 11th ult., at 6 A. M. he fell in with a brig, in lat. 49, long. 29, water-logged and abandoned, but could not make out her name. The same day, at 9 P. M. in lat. 49, 20, long. 31, he passed a brig with her top-sails close reefed and carelessly lying on the cap—all the rest of her sails were furled, and could see no person on board, he showed a light but it was not answered. She had a flush deck and appeared as buoyant as could be. Capt. Patterson is of opinion that she must have been abandoned.—*Gazette.*

AUCTIONS.

Teas, Coffee, Tobacco, etc.
BY AUCTION.
On WEDNESDAY next, the 21st instant, at 11 *o'clock, in the subscriber's Warehouse:*

30 KEGS TOBACCO, } *of excellent*
50 Boxes Cavendish, } *quality;*
150 Quarter boxes Prime Quality CIGARS,
15 Half Chests SOUCHONG TEA,
6 Chests fine CONGOU,
10 Half Chests YOUNG HYSON,
20 Bags COFFEE, 10 Boxes Dipt CANDLES,
6 Casks TINTS, assd; 3 Barrels Seal OIL,
10 Casks GLASSWARE, well assorted.
—ALSO—
4 Hogsheads OLD COGNAC BRANDY,
1 Hogshd PALE GENEVA,
3 Hogsheads SHERRY WINE.
Terms at Sale. JOHN V. THURGAR.
August , 1844.

Whale Stock for sale.

20 SHARES of the Stock of the *St. John Mechanics' Whale Fishing Company.* Two of the Company's Ships being expected home this season this may be considered a desirable investment; it will be disposed of cheap.—Enquire at this office. August 20.

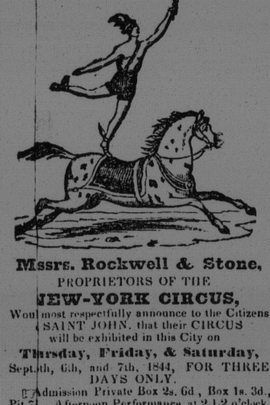
BRIGHT SUGAR.

Just arrived from MATANZAS, the brig *Eliza-Ann*, with a full Cargo containing—

229 HOGSHEADS and 25 Tierces **BRIGHT SUGAR.**
Which till be sold at moderate rates from the Vessel—in Hold. N. S. DEMILL.
August 20, 1844.

Scythes, Sickles, & Reaping Hooks.

6 DOZEN Long Griffin SCYTHES,
6 dozen SICKLES;
4 Doz REAPING HOOKS.
Just reived per Ship "Alexander Edmond," from Liverpl, and for Sale by
H. G. KINNEAR,
August 20. *North Market Wharf.*



Messrs. Rockwell & Stone,
PROPRIETORS OF THE
NEW-YORK CIRCUS,
Would most respectfully announce to the Citizens of SAINT JOHN, that their CIRCUS will be exhibited in this City on
Thursday, Friday, & Saturday,
Sept. 5th, 6th, and 7th, 1844, FOR THREE DAYS ONLY.

☞ Admission Private Box 2s. 6d, Box 1s. 3d., Pit 7½. Afternoon Performance at 2 1-2 o'clock, Doors open at 2 o'clock. Evening Performance at ½ of 8 o'clock, Doors open at 7 1-2 o'clock.
August 20. G DAVENPORT, *Agent.*

☞ The above EXHIBITION will be at *Petitcodiac* and, August 31st, and at J. Steves Hotel in *Sussex Vale*, Sept. 3d, and at *Hampton Ferry*, Sept. 4th, 1844.

Pork, Hams, Saleratus, Soap, &c.

The Schooner FLORA, from Boston, the undersigned has received on Consignment:

25 BRLS. Heavy Mess PORK, inspec. 1844.
10 do. Prime do. do.
20 do. *Dried Apples*; 10 do. strong Cider Vinegar;
tons best LOG WOOD;
barrels ground RED WOOD;
boxes No. 1 Brown hard SOAP;
Do. STARCH; 1 hhd. Washing SODA;
boxes short-sixes CIGARS;
boxes prepared COCOA; 2 barrels BORAX;
bales very best soft HOPS; 2 do. Cotton Wool
boxes 7x9, 8x10 and 9x12 Window GLASS;
casks SALERATUS; 1 hhd. smoked HAMS.
—IN STORE—
Superfine, Fine and Rye FLOUR; CORN and CORN MEAL; hhds. and brls. Brown SUGAR; Loaf Sugar; Fine and Brown SOAP; Mould and Dipt CANDLES; Lyson, Souchong, Pouchong and Bohea TEAS; COFFEE, ground and whole; LARD; Boiled and Raw OIL; Paints; Pearl and Common BARLEY; Oatmeal; Rice; Split and whole Peas; Beans; Mustard, Ginger, Pepper, Allspice, Cloves, Nutmegs; coarse and fine Liverpool SALT; tarred, Manilla and Russia ROPE; Spunyarn, Jarlinc, Hambroline, and Deep sea Line; Corn BROOMS; painted Pails; kegs and boxes TOBACCO; Chocolate; Cut and wrought NAILS, of every description; Sole LEATHER; AXES, Seythe-Stones, Hay Forks; RAISINS, Fancy Shaves; Gentlemen's Ladies', Misses, Boys' and Children's SHOES, of all kinds; Hair, Cloth, Whitewash, Floor, Horse and Counter BRUSHES; Clover Seed, Clocks, Wood Hats, Paper Hangings; Pilot, Beaver and Ship BREAD; Window Paper; GLASSWARE; Tinfoil Paper and Account Books; Spikes; Liquid and Paste Blacking; Pots, Ovens, Griddles, Spiders, Spades, Shovels, *STOVES*; Saltpetre, Servants' Friend, Cassia, Jamaica Ginger, Indigo, Putty, Writing Desks, Hearth Rugs, Hall Mats, Silk and Twist, Buttons, Towelling, Dark and colored Tincaid, striped Shirts, Men's Belts, Dark Lights, patent Wooden Locks, Anvils and Vices, Ploughs, Register Grates, Weights, Whiting, Cotton Handkerchiefs, Prints, Grey Cottons, Duck, Dowlas, Huckaback, Sheeting, Pillow Linen, Sail and Roping TWINE; which with many other needful articles, are offered to the Public for Cash, at moderate prices.
H. G. KINNEAR,
August 20. *North Market Wharf.*

Linseed OIL, Cotton WARP, &c.

Received per ship *William Ward*, and brig *Pearl*, from Liverpool:—

10 HHDS. Raw and Boiled Linseed OIL,
10 Bales COTTON WARP,
93 Casks NAILS and SPIKES,
1 Bale containing CARPETING, Plaid, and Hearth Rugs,
10 Boxes *SERVANT'S FRIEND*,
25 Kegs MUSTARD and GINGER.
ALSO—*From Boston:*
17 Barrels and 1 hogshead LARD OIL.
For sale by JOHN KINNEAR,
August 15. *Prince William street.*

☞ *NOTICE.*

THE CHARITY SALE, for the purpose of CLOTHING the destitute Children attending the EPISCOPAL SUNDAY SCHOOL in this City, will take place on Wednesday the 11th of September, in the *Saint John Mechanics' Institute.* Persons who have not sent their contributions, and intend doing so, are particularly requested to send them the preceding week, at the latest.

Sale to commence at 12 o'clock—Admission 3½d.

Committee: MISS DEBLOIS, MISS KINNEAR, MRS. HUBBARD, MR. HUYGHUE, MR. HUBBARD.

St. John, August 15, 1844.

ATLANTIC
Mutual Insurance Company of Boston.
MARINE AGENCY AT SAINT JOHN.

THE Subscriber is authorised by the ATLANTIC MUTUAL INSURANCE COMPANY of Boston, to take Risks on Vessels, Cargoes, and Freights, to an extent not exceeding Ten Thousand Dollars on any one risk.
August 13. A. W. WHIPPLE.

Lime and Lime Stone
For sale,—Enquire of R. ROBERTSON,
20th February, 1843. *Indian Town.*

GOVERNMENT CONTRACT.

TENDERS will be received by Deputy Assistant Commissary General EDWARDS, at the Commissariat Office, Saint John, until THURSDAY the 22d day of August, at 12 o'clock, noon, from Persons disposed to furnish the Royal Engineer Department at Saint John, Fredericton, and Saint Andrews, with the following articles, at such times and places, and in such quantities, as may be required by the Commanding Royal Engineer, for One Year from the 1st of July, 1844:—

DESCRIPTION OF THE ARTICLES.		PROBABLE QUANTITIES.		