Saint John, Dec. 21, 1852.

MR. EDITOR:—If you can find a corner for the following lines on the funeral of the late "Iron Duke," you will oblige yours, a constant reader and an ENGLISHMAN.

—

Behold along the people-crowded Strand
The dauntless warrior borne in silence on—
Saving the muffled music of each band,
That thrills the air with melancholy tone.
In homage due, the great of every land
Give more respect than if from regal throne
Some pompous king in all the world's array,
Were from his gorgeous palace borne away!

And in the great procession to the grave,
Are those whom death has spared—a mournful few—
A loving remnant of those warriors brave,
Who on the glorious field of Waterloo
Rush'd to his standard ready at his wave,
Or 'mid the hottest of the carnage flew,
Where death on every side, at every blow,
Was laying some endeared companion low!

All veterans—all—and many at his side
Who left a portion of their life-blood there!
Who e'en since then have quell'd the haughty pride
Of nations, with a power the dauntless dare.
But pause we o'er the scene. Away they glide,
And as they pass, behold each head is bare,
Wishing *eternal* rest to the great dead
Who for his country fought and wept, and bled!

And famed St Paul, where gallant Nelson lies,
Presents a sight of marvellous display!
Unseen before by Britain's myriad eyes,
In the remembrance of the oldest's day.
The organ sounds as if it uttered sighs,
Ere he is lowered in endless rest to lay;
While brilliant beaming eyes, like stars of night,
Look down in mournful beauty at the sight.

Then rest thee, noble warrior! loved of all,
No bugle-sound shall ever reach thine ear,
Till the last trump of time shall on thee call
To burst the prison-vault we give thee here!
O! even the praise we offer thee is small,
To what our hearts impulsive feel sincere.
The fame of him must ever more increase,
Who led destroying Empires into Peace!

MANUFACTURE OF FLOUR.

The Boston Courier gives the following sketch of the manufacture of flour, as it is pursued in the immense mills in Western New York:

Very few of those who have never been west of the Hudson river, in the State of New York, have any definite idea of the extent of flour manufactured in such localities as Oswego, Rochester, or Black Rock, near Buffalo. The enormous brick structures for manufacturing purposes at Lawrence, Lowell, and Manchester, are very well understood, but a Cyclopian pile of stone, nine stories high, erected for the sole purpose of storing and grinding wheat, is seldom thought of. Take the city of Rochester alone, where some thirty mills are just now commencing their fall operations on the rich wheat crop of the Genessee Valley, consuming each from three to four hundred thousand bushels of wheat per day, and pouring the results in the shape of wheat flour into the commercial laps of the eastern cities, from whence it is disseminated in life sustaining currents not only through the manufacturing districts of New England, but through a large proportion of the whole commercial world.

A large flouring mill requires an immense propelling power, but employs very few hands in proportion to the amount of business done compared with either a cotton or woollen mill. The grain [illegible] goes through the mill and comes out flour, [illegible] intervention of a human hand. A few [illegible] intending and controlling the powerful machinery, and guiding the operations, are all that is required. They flit about apparently carelessly and unconcerned among huge wheels in swift revolution which by one mis-step would crush a worm.

A load boat of wheat is moored in the basin beside one of these mills. A system of elevators is let down, consisting of a series of sheet iron buckets riveted upon a common broad leathern belt, passing between two pulleys, one in the weighing room of the mill and the other resting near the wheat in bulk in the hold of the boat.—Four men with scoops immediately commence shovelling the grain into the ascending buckets, which as they reach the upper pulley and reverse their direction in the descending line, spill their contents into the neighboring scale pan. When this is filled and weighed it is passed down by a trap in the bottom of the pan into the bin below, whence it is again elevated to the attic and deposited in a horizontal trough, running the whole length of the mill. Within this trough revolves a screw shaft, which carries along the grain and drops it at any required point, by means of sliding gates in the bottom of the trough, through which the wheat drops if any one of the series is left open. From this lofty elevation it passes into the smut beaters and blowers, thence through chess and cockle screens down again to the ground floor into the hopper of the grinding stones, where the grain is cracked into a commingled mass of flour, middlings, shorts, and bran.

But this bruised mass of what was once beautiful wheat, has not reached its lowest point of descent yet; for,

"In this lowest depth a lower deep,
Still gaping to receive it opens wide,"

and it falls from the stones into the cellar of the mill, whence it is again re-elevated to one of the upper stories and deposited on the floor of a huge room, called the cooling room, where it is stirred by the long arms fixed at right angles in an upright shaft. The ground wheat as it comes from the stones is very hot from the severe friction and crushing it has undergone, and it is deposited in the cooling room, near the wall, in a large and continual stream from half a dozen sets of mill stones. By the operation of the machinery in this room the ground wheat is made gradually to approach the centre under a continual stirring process and there drops through a trap into the bolting chest, in which revolve half a dozen long cylinders covered with cloth of the most beautiful texture imaginable. These bolting cylinders are slightly inclined one way or the other, and the contents gradually work along from the finer to the coarser bolts, that which remains growing less and less in quantity, until the refuse bran is finally poured out of the end of the last bolt. The various qualities of flour, &c. drop from these bolts into the packing bins on the floor ready to be barrelled for the market.

All this is done as we have said, by machinery, almost without the intervention of a human hand, and is, besides, a very quick process. Wheat which lays in bulk in the hold of a boat to-day, may be flour on its way to New-York or Boston to-morrow. We have in this city two mills in which this operation is performed, but we must go west of the Hudson if we would see the manufacture of flour on a large scale. We never expect to see the time when a flock of sheep is passed through the mill, and come out mutton dressed ready for the market, and cloth ready for the tailor. We never expect to see the cotton plant turn out wove fabrics without the intervention of pickers, cotton gins and looms, with the thousand hands necessary for their attendance; but in the manufacture of flour we do see now manual labor comparatively superseded by machinery which is the result of human ingenuity and skill.

MODERN MACHINERY.—A writer on the benefits machinery has conferred upon man, anticipates the day when it will perform nearly all the domestic drudgery now done by hand.—It will carry hot and cold water to all parts of the house, bring coal up stairs, and carry dust down, answer the door, make the beds, clean shoes, attend to the cooking, and perform a thousand other similar offices. In some instances, the writer suggests how these things may be accomplished. In numerous businesses requiring polishing processes, circular brushes are made fast on a shaft revolving at speed like a lathe. Shoes held against these brushes would be polished without labor. Coffee, tea, and similar things, might be prepared by the gas jets alone, with little trouble, and without the aid of servants. Ascending the stairs, to answer bells, might be dispensed with by internal telegraphs. But increased facilities for people to have all things near them, would much diminish this labor, and moreover, using lifts, such as are used for workmen on the mills, would remove the toil altogether. Waiting on the table could be performed by a machine. In fact, all kinds of domestic drudgery which requires a large number of servants in a house, will, in time, the writer thinks, be performed by contrivances requiring no manual labor, and the office of a domestic servant cease to be, and humanity become really emancipated from a slavery created by these wants, as oppressive as negro servitude. The following are some of the changes produced by the steam engine. The poor have worked for the rich in all times, and no otherwise could it be. It was the law of nature to win a firm platform for the thinkers to stand on, and plan the escape of humanity from the hell of oppression. The steam came and took upon itself man's drudgery; process after process was turned over to it; the emancipated slaves—time amalgamated by their drudgery—humbly striving with it, as a blind man with his friend, whom he mistakes as a foe. But still went on the strife; drudgers disappearing, & loosing themselves in humanity—a struggle that will go on till drudgery be no more. The remains are fast going. What then? There are less weavers, but not fewer *men*. "Chippers and filers" have disappeared behind self-acting machine tools, but other men in greater numbers do more delicate kinds of work. Cotton mills start up with many floors, and working men are lifted up to them by machines, to save the labor of ascending the stairs. Ever is the engine on the watch, as though to say, "What can I do for you next."

THE LABOUR MARKET IN AUSTRALIA.—The Australian papers contain a very interesting document, a price current of labor, published by a Mr. Fitchett, of the Victoria Registry office. Of course the prices are *bona fide* ones, because Mr. Fitchett is prepared to engage servants at the amount he mentions. Married couples, as house servants for country hotels, &c., can have engagements at £65 to £70 per annum, with rations; shepherds, £38; hutkeepers, £30; bullock drivers, £50, or by the week, £1 10s, and on the roads from £3 to £4; farm servants, £50 per annum, and £1 10s by the week; bush carpenters, £2 per week; cooks for inns, £1 10s to £2 per week; general servants, £40 per annum, all including rations. Maid servants can have engagements at £24 to £30, housemaids £23, nursemaids £18, cooks and laundresses £24, including rations. This was the state of the labour market *after* the arrival of several emigrant vessels, and though it may experience a temporary decline in the course of the next twelvemonths, prices are expected to "hold," and a rise is even expected at no distant period.

TREATY WITH THE KING OF THE SANDWICH ISLANDS.—A parliamentary paper has been printed containing the treaty of friendship, commerce, and navigation between her Majesty and the King of the Sandwich Islands. The treaty was signed on the 10th of July, 1851, and the ratifications exchanged at Honolulu on the 6th of May last. There is to be, between all the dominions of her Majesty and the Hawaiian Islands a reciprocal freedom of commerce. British whale ships are to have access to the several ports for refitment and refreshment, and merchant vessels to two ports only—Honolulu and Labaina. At the several ports the parties may trade with their goods, "excepting spirituous liquors." It is further provided that "the subjects of her Britannic Majesty residing in the Hawaiian Islands, and Hawaiian subjects residing in the dominions of her Britannic Majesty, shall be exempted from all compulsory military service whatsoever, whether by sea or land, and from all forced loans or military exactions or requisitions."

DEATH OF A MAD ELEPHANT.—A splendid elephant belonging to the court, was killed at the Royal Villa of Stupinigi, near Turin, on the 7th, in consequence of its having shown symptoms of madness. It appears that, in consequence of ill treatment, he had some time ago seized his keeper by the waist, and hurled him to a height of nearly 100 feet, by which he was killed. After this it was deemed advisable not to let him out of his stable again. This made him melancholy, and no one could venture to approach him but the widow of his keeper. To prevent further misfortune, his death was decided on, and effected by the fumes of charcoal. Many eminent members of the faculty witnessed the effects of the gas through the panes of the windows looking into his stable. His agony was violent, but short.

The Observer.

SAINT JOHN, DECEMBER 21, 1852.

EUROPEAN INTELLIGENCE.

The steamers *Arctic* and *Africa*, with the mails from England, arrived at New York last week, dates are to the 4th December.

The official returns of the exports of British and Irish products and manufactures from the United Kingdom during the month to the 10th ult., showed an increase over the corresponding date of 1851, of more than a million sterling.

The Budget was laid before Parliament on Friday night. The duty on Tea is proposed to be reduced—that on malt to be reduced one half—on Sugar no change. The Income Tax is to be extended to Ireland. The Army and Navy estimates are increased £600,000. The House Tax is to be extended.

The Cotton Market is unchanged.—Wheat has advanced four pence per quarter.—Flour and other breadstuffs firm, but quotations unchanged.

A contract has been signed for cutting a Canal through the Isthmus of Darien.

The transactions in Cotton this week have been on a smaller scale than for a long time past; 20,800 bales sold, half of which is speculation and export. The import is 1,833 bales. In the low cottons the decline is very serious, fully three farthings a pound. We have never seen a period when public opinion has so suddenly turned round from hope to despondency. Messrs. Williams and Smallpage estimate the stock in the hands of the trade at 250,000; if so, they may well feel easy. I fancy, however, that facts are exceedingly difficult to arrive at on this head; but this will very soon be seen from the purchases. There is no doubt the consumption has been over-estimated, as is always the case in an excited state of the market. Still there is no question that it is large, and likely to continue so for some time; and I see no cause for despondency.—*Manchester Guardian.*

In the Commons on Monday, a select Committee was appointed to investigate the charge of bribery at the Derby election, in which the Secretary of War, Gen. Beresford, is implicated.

On Tuesday the Earl of Derby stated that he was quite ready to agree to a resolution ratifying the present system of commercial legislation, expressing at the same time the determination of the present Government to adhere to the principle of free trade.

The Chancellor of the Exchequer, Mr. D'Israeli is seriously indisposed, and his physician says entire cessation from his late arduous duties is absolutely necessary.

On Friday evening, 26th, a meeting of the ladies of England was convened by the Duchess of Sutherland, at Stafford house, for the purpose of addressing the ladies of the United States, calling on them to use their influence for the abolition of negro slavery.

In view of the extraordinary activity that prevails in the French navy yards, the government has resolved to call upon Parliament to vote the necessary supplies for an addition of 5000 men to the British navy.

Disastrous floods have again occurred in various parts of England, especially along the course of the Thames, Medway, Trent, and their tributaries.

There has been much loss among shippers on the east coast of Scotland, from a continuance of violent gales.

It is mentioned in the Shipping Gazette that J. D. Anderson, C. E. of the Jamaica dock, has been recently surveying and inspecting the naval depots at Jamaica, Antigua, &c., with a view to their being put in a state of defence.

The quantity of wheat and other grain imported into Great Britain in the month ending Nov. 5, was 762,440 quarters, and of flour and meal 285,074 cwt., nearly the whole being entered for consumption, paying a duty of one shilling per quarter on grain, and 4 1-2d. per cwt. on flour and meal.

In return, in part, for the imports of gold bullion from Australia, considerable shipments of coin are made for the supply of the currency. On the first week in August, £200,000 were received at Victoria in vessels from London.

During the week ending 27th, the imports of specie and bullion into England amounts to £305,000, chiefly from Australia. Exports £283,000, chiefly to Australia.

FRANCE.—Accounts from Paris say that negotiations between France and England are so far advanced that a modification of the tariffs of the two countries will be made public within a few weeks.

The official vote for the Empire has not reached us. To-day, Dec. 1st, the whole of the corps legislative will proceed to St. Cloud to make known the result to the Emperor elect, and to-morrow the Empire will be formally proclaimed. In the evening Paris will be illuminated, and the next day the Senate will be convoked to settle the civil list of the Emperor, and the salaries of the members of the Imperial family.

Some few legitimists have resigned in the departments, in compliance with the Henry V., manifasto.

The Emancipation publishes a confirmation of the report that Henry insists on issuing a new manifesto, addressed to all the princess of Europe, against the usurpation of the Bonapartes.

The Municipal Council of Strasburg has voted unanimously to present in gift to the Emperor, the Castle of that city, as an Imperial residence. The Castle was in like manner bestowed on Napoleon 1st.

The Customs receipts in France in the ten months ending 1st Nov. 1852, exceed by 17,171,812 francs, the receipts of the corresponding period of the previous year.

The Portuguese Government has taken offence at the Brazilian Minister, and resolved to suspend all official relations with him.

Extract from a letter dated Liverpool, Nov. 27th:—The question of the Empire being settled, marriage will be the next subject to engross the Emperor's attention; and it is now beyond a doubt decided that the Princess Wasa is the person selected for this destiny. At a private circle at St. Cloud, a portrait of the Princess was shown. It is also said the Pope has consented to be present at the coronation of the Emperor, upon the condition of some few changes being made in the laws regulating the church.

Ab-del-Kader and his suite have added their mite to the suffrage that has transformed the French nation into an Empire—by soliciting the rights of citizens, in casting their votes in favor of the Empire, which request was duly granted.

The latest telegraphic accounts from France are, that a message from the President, read by the minister of State, to the corps Legislatif says—that the Government will only change in form—that, devoted to the great interests which are brought forth by intellect and carried out by peace, it will, as in the past, maintain itself within the limits of moderation.

The latest accounts of the voting confirm the belief that the majority for the Empire will exceed 8,000,000.

A letter from Rome of the 10th. states that the agents of a French company have offered the Papal government 150,000,000f. for the completion of the railway lines projected in the Pontifical States, and that Cardinal Antonelli has taken certain surveys of a French engineer into serious consideration.

ITALY.—The Pope has resolved to send an apostolic delegate to the Haytien Government.

The Pope has received a letter from the King of Siam, promising that during his reign there shall be no persecution of the christians within his dominians.

INDIA.—The Austrian Lloyd's steamer Editto, arrived at Trieste, Nov. 26th, with an overland mail, announcing that the City of Prome was captured on Oct. 9th, by the British forces under the command of Commodore Lambert and General Godwin. The campaign was considered virtually at an end, and orders were daily expected from the seat of government for the formal annexation of Pegu to British India.

GRAMMAR SCHOOL.—*The semi-annual Visitation and Examination took place yesterday, according to law. There was a pretty full attendance of the Board of Directors, viz.:*—the Rev. Dr. Gray, Judge Parker, His Honor the Recorder, Rev. Wm. Donald, A. M., and Rev. Alexander Stewart, A. M. We were pleased to see also the Rev. Mr. Elder, who has lately arrived from the old country. A note was received from the Hon. J. H. Gray, expressing his regret that he was prevented by indisposition from attending. From a printed statement laid before the Examiners, we perceive that during the last Term the youth in attendance at the School have been studying *Greek, Latin, French, Composition, Natural Philosophy, Geometry, Plane and Solid,* and *Trigonometry,* under the Principal; and *Geography, Use of the Globes, History of England, English Grammar, Arithmetic, Reading, Spelling,* and *Writing,* under the English Master. On examining the *Writing,* the marks of improvement were very visible even in the worst hands. Specimens of *English Composition,* and *Latin and French Exercises,* were also examined, and gave much satisfaction both in the writing and grammatical execution. The more advanced students in *Geometry* elicited applause. And the various *Latin, Greek, and French* classes gave evidence of the pains that were taken with them, and of great advancement since the previous examination. Their Construing, their Parsing, and their Scanning were alike creditable. The President of the Board announced in his usual terms of commendation, his general satisfaction with the progress they had made, and taking hold of some of the Exercises in English Composition, which were on the subject of *Obedience,* he added, that he found in them many excellent sentiments which he should like to see *practically exemplified,* as the result would be a highly striking degree of progress in all their studies.—It was then announced that the holidays would now commence, and the School open again on Wednesday the 5th of January next.

MECHANICS' INSTITUTE.—George Blatch, Esq., Barrister at Law, delivered a lecture last evening, on "*Progress,*" to a very respectable house. The lecture was characterised by Mr. Blatch's well known copious but correct style. A vein of solid thinking ran through it. The sentiments advanced were of that high patriotic kind which always tend to elevate the community which fosters them. Evils, too, were exposed with becoming force and energy, which we would rejoice to see entirely eradicated from among us. Calumny is one of these, and we must acknowledge that it is a crying sin in the community. Real substantial "*progress*" requires not only the *physical,* but also the *moral* condition of mankind to be improved; man ought not to be estimated according to the heaviness of his purse, or his family connections, but according to the mental and moral endowments he possesses. That this excellent lecture may speak for itself, it is our intention to give it a place in the columns of our next or two next impressions. In doing this, we shall have the concurrence of several gentlemen who have expressed their high opinion of the lecture, and their wish that it should be published for public benefit.

We understand that there will be no lecture at the Institute next Monday, nor the following, on account of the holidays; and that on the evening of Monday the 10th January, the Rev. Mr. Allison, of this city, will lecture on "*Noah's Deluge, viewed in the light of Scripture, Science, and Tradition.*"

The Dedication of the new Wesleyan Church at Fredericton, was to take place on Sunday last. Sermons were to be preached by the Rev. Mr. Knight, Chairman of the New-Brunswick District, and the Rev. Mr. Churchill, Pastor of the Church.

At New York, a few days ago, four men, named James Doyle, Nicholas Howlett, William Saul, and William Johnson, who having been tried and convicted of murder, were sentenced by Judge Edwards to be hung. The execution of all four is ordered to take place on Friday the 28th of January next. Neither of the convicts it is stated exhibited any very deep emotion on receiving the sentence.

The Legislature of Nova Scotia is summoned to meet for the despatch of business on Thursday the 20th of January next.

The Boston Courier says that arrangements have been made to place the steamer Admiral upon the new dock at the Portsmouth Navy Yard, for repairs.

WOODSTOCK, 21st Dec., 1852.

Ice stopped at Woodstock last night. Fine weather, and clear all above.—Wind North West.—Fredericton the same.—*Tel. to News Room.*

It is with much pleasure that we copy from a Dublin newspaper, (THE ADVOCATE, *or Irish Industrial Journal,*) of Nov. 24th, the following well-timed letter from the pen of the Hon. J. H. Gray, of this city; and the brief editorial remarks prefixed to it. The "*Advocate*" is a large and influential journal, published weekly in Dublin, and "devoted to the improvement of the country, without distinction of sect or party;" and from its extensive circulation therefore well calculated to spread useful information through all classes of society. Mr. Gray's letter will thus be widely diffused in Ireland: and as it conveys information of a nature most interesting and important to intending Emigrants, it will probably prove eminently beneficial to such persons, as well as to this Province at large. The gross ignorance respecting New Brunswick, its capabilities, resources and advantages, which prevails throughout the British Isles, requires only to be removed by the diffusion of authentic information, to direct the stream of a wholesome emigration from the old country towards our shores; and every effort towards affording such information deserves encouragement and commendation. At the present time, when works of internal improvement of such great magnitude are on the eve of commencement, it is especially important that great numbers of industrious operatives and valuable settlers should be attracted to our Province; and in endeavoring to promote so desirable an object, by the communication of correct information, we conceive that Mr. Gray has done his country good service, and has well entitled himself to the thanks of the public.

From the Dublin Advocate, Nov. 24.

IMPORTANT TO EMIGRANTS.

We have received the following letter from Mr. Gray, representative of New Brunswick, accompanied by some valuable satistical documents, too late to enter upon the important considerations they suggest. But we hasten to lay his interesting letter before our readers, and will return to the topics therein alluded to next week:—

"*Saint John, New Brunswick,*
"*November 8th,* 1852.

"MY DEAR SIR,—In reference to the deep interest you took some two years since in the establishment of a great, line of railway in this Province, which was to shorten the time of transit between Great Britain and the United States, I am sure you will be glad to learn that arrangements have at length been completed, by which that object will be speedily attained. I send you a copy of an agreement made with Messrs. Jackson, Brassy, Peto, and Betts, of London, printed for the use of the Legislature, with the Bills passed confirming the same, by which you will see operations are to be commenced on part of the line immediately. The total distance 370 miles, connecting the great fishing waters of the Gulf of St. Lawrence with the Bay of Fundy, opening up a magnificent tract of country for settlement, and building that portion of the European and North American Railway, which is within the Province of New Brunswick—the track, grades, rolling stock, and equipments, to be equal to those of an English road, and capable of being travelled over at 60 miles an hour. The expenditure of two and a half millions of pounds within a few years in so thinly peopled a country as this, will necessarily create a great demand for labor. I hold, therefore, that for many reasons this Province will, for some years to come, afford greater inducements to healthy and industrious emigrants than the United States. The close proximity of lands for settlement, almost within hailing distance of their line of labor, obtainable at a nominal price, will enable them to settle their families, and vest their proceeds in freehold homes, daily increasing in value by the success of those very works which they are contributing to raise, and from which they derive their funds. 'Tis a mistaken term to call the lands in this country wilderness lands, they are simply what in England would be called woodlands, covered with fine timber, and only requiring to be cleared to produce agricultural crops of the highest description. To afford encouragement to a proper emigration, our Legislature has reduced the tax, or headmoney, to 2s. 1d. sterling. This fund is appropriated exclusively to the support of the emigrant establishment in this Province. On arriving at St. John, they are landed on an island at the mouth of the harbour, about two and a half miles from the city, where they are most comfortably accommodated, provided with lodging, soap, water, and washing utensils, so that they may clean themselves and their kits before coming up; and should there be any sick they are put apart in hospitals, and attended, without charge, by an excellent physician. The law, however, is very strict with regard to paupers, imbeciles, or permanently infirm persons—the captain and vessel being liable to give security, on the report of the inspecting health-officer, in the sum of £70 for every such person, that he or she shall not become a charge upon the Province. In some of the finest sections, between the Miramichi and Shediac, the local government has laid out townships for settlement, so that families, districts, or congregations, which have been together at home, can if they so desire still preserve their associations and connections here; the upset price for such land is 2s. 6d. sterling per acre. I send you one of Professor Johnston's reports of the agricultural capabilities of the Province, from which you will see that the green crops, and in the weight of oats and grain, few places surpass New Brunswick. I send also the last census returns, and Mr. Perley's report on the fisheries, from both of which works most valuable statistical information may be gathered. Domestic servants are in great demand, and boys and girls from 16 to 20 years of age would readily obtain employment as such, and particularly during the coming year, when the able-bodied will find more remunerative occupation on the public works. In fact, any sober, industrious, well-behaved person can get on. I hope your interest in our railways will still continue. The influence and extended circulation of your paper would materially aid in turning attention to this hitherto unknown Province, lying directly on the shortest route between Great Britain and the United States, with a fine healthy bracing climate, quite as large as Ireland, and capable of being made as fertile. The more public the knowledge of this contract can be made the better. The larger the stream of sound emigration you can send the more grateful we shall be. We have over fifteen millions of acres of public lands yet to spare. I shall by the next mail send you a synopsis of some more of the resources of the country, if I am alive and well, and such further information as may suggest itself bearing upon the object in view. In the meantime I beg to subscribe myself,

"Very truly yours,
"JOHN HAMILTON GRAY."

SAD ACCIDENT.—We regret to learn that when the Eastern Stage (from Halifax), was on its way to St. John, and near Groom's Bridge; on Wednesday, the stage was overturned and the driver thrown under the wheels, receiving serious injuries—it is said his back was broken in two places, and it is impossible for him to recover. His name is Crabb, and said to be a very worthy and faithful man. There were 14 students from Sackville Academy, in the coach, three of them outside, viz.: Mr. Tuck, of Indian Town, was dangerously hurt, his head being much fractured, and Mr. Travis had his shoulder dislocated. Those inside escaped unhurt.—*Mor. News.*

NEW VESSEL.—A substantial built Brig, called the *Surinam,* measuring 163 tons, N. M., was recently towed down here from the Bend of Petitcodiac, where she was built by Mr. G. Wood, for Edward Allison, Esq., of this city.—*Courier.*

From the Halifax Br. North American.

GREAT FAILURE AT HALIFAX.—One of those terrible commercial crashes which occasionally electrify the public with astonishment, has broken upon us during the current week. The firm of John McDougall & Co., which was looked upon by every one as one of the most substantial in the city, has "bursted up," and the chief of the firm betaken himself to parts unknown.

It appears that Mr. McDougall left town on Friday evening, and travelled about 18 miles on the eastern road, whence he pursued his course on Saturday in the coach.

On Monday morning, the Hon. Alex. Keith, with the sheriff, entered the premises of Mr. McDougall, and took possession, by virtue of a confession of judgment, said to be dated 2 years ago—took an inventory, and gave orders to sell only for cash.

The store was not closed till Tuesday or Wednesday.

Meanwhile all the other creditors got wind of the matter, and began to investigate the liabilities of the firm to them.

From all that we can learn by Report there are in the Bank of Nova Scotia liabilities against the firm, with Mr. Keith's endorsement, to the amount of £15,000; besides from £8,000 to £10,000 worth of Paper floating about, with the same endorsement, *the authenticity of which Mr. Keith denies.* This is the worst part of the business.

Wm. Murdoch in for about £2,000; S. A. White & Co., 1,700; Albro & Co., 1,400; Geo. McKenzie, 1,300; W. Prior & Sons, 350; McLeod & Co., 200; G. & J. Mitchell, 110; Wier & Co., 100; J. Esson & Co., 400; Donald Murray, 500; Duffus & Tupper, 700; Rodger Cunningham, 280; Fairbanks & Allisons; 400; and a host of others.

The liabilities altogether will range, it is believed between £40,000 and £60,000; and it is a melancholy commentary on the present credit system in Halifax. The idea of any firm in Halifax carrying on business and paying interest into the Banks to the amount of £3,000 a year out of the profits!

It is feared the calamity will seriously affect other houses.

Mr. Keith's sxtensive property was levied on last Wednesday on behalf of the Bank of Nova Scotia, and investigations into the mysteries of this failure are still going on.

The other creditors, also, are going to contest the validity of Mr. Keith's judgement, and his seizure of the property of the insolvent firm.—They have a meeting on Thursday for consultation.

The whole affair has cast a gloom over the city, and is one of the most extaordinary commercial convulsions that has ever taken place among us.

Mr. Hartley the Junior Partner, arived in Town on Thursday morning.

We are in a position to state most positively that Messrs. Syyes & Co. have entered into no contract with the Government for the construction of our Railroads; and also that Mr. Jackson, in his offer to the Government, named no price for the work—that would depend upon the survey, to be made early next spring.—*Halifax Colonist.*

We understand that a large number of the members of the Bar waited upon His Honor the Chief Justice yesterday, to congratulate him on having on that day attained his 78th year, and express their hope that he would be long spared an ornament to the profession and an honor to the Bench. The Chief received the members most cordially, and feelingly alluded to the kind feeling, which he stated, had ever existed between himself and the gentlemen of the Bar.

A collation was spread, of which the members were invited to partake.—*Ib.*

INSPECTOR GENERAL HINCKS.—Since the passage of the Grand Trunk Railway Bill, our contemporaries of the city press have been most industrious in circulating reports, intimating that the Inspector General intends retiring from the Cabinet. First, he was to be manager of a mammoth Bank, to be established in this Province, by Messrs. Jackson & Co., and that having died a natural death, they have lately made him director of the Grand Trunk Railway, at a salary of £2000 per annum. In order to quiet the anxiety of our friends, we beg leave, on the best authority, to contradict the rumour altogether. Mr. Hincks has no intention of retiring from the government.—*Quebec Gazette, 13th.*

The beautiful buildings which have been erected in Toronto for the normal school of Upper Canada, were opened for public inspection recently. The building is 190 feet front, by 85 deep, and is said to be as nearly perfect as possible. The site occupies eight acres in the very heart of the city of Toronto. The buildings cost $60,000.

Trade with St. John.—Only imagine five packets finding good employment in the packet trade between St. John and our Country! Until this last year the trade only supported one packet.—*Charlotte Gazette.*

The Colonists who are interested in the Fisheries must indeed bestir themselves, since the fourth paragraph in Queen Victoria's speech plainly points to some such barter, as we briefly deprecated last week. And since it has come to this, if we might offer advice, we should counsel a direct appeal to the House of Commons, couched in plain, bold terms. These are not the days for humble addresses to the Throne. Practically they never reach it, for Downing Street lies on the way thither; and what a Slough of Despond that is, Colonists the world over can tell. No, gentlemen, if you desire to be heard with attention and respect, up! and state your rights frankly. Never mind the red tapists—they may be somewhat scared: up, and remind the Imperial Government (through the people's representatives, whose servants they are), that to take from you and give to another nation the natural wealth with which Providence has endowed you, is just as great an outrage on your inherent rights, as it would be to tax your incomes in aid of the Imperial Treasury. Speak at once, and don't mince your words. It may be that justice, like charity, is apt to begin and end at home: still, there is in Englishmen a love of fair play and an intuitive sense of right and wrong, that will respond to an appeal such as the facts in this case would suggest and justify.—*New York Albion.*

The Whig who obligated himself to saw ½ a cord of wood in Philadelphia, if Pierce and King were elected, fulfilled his task yesterday afternoon in Arch street, having a large crowd of spectators.—*Philadelphia paper.*

NOBLE PHILANTHROPY.—The New York *Tribune* states that Peter Cooper, Esq., has made a donation of $300,000 for establishing an institution to be known as the "Union," the object of which is to be the "moral, mental, and physical improvement of the youth of that city, of the State, the country, and the world." The site selected for the building is bounded by Astor Place, Fourth Avenue, Third Avenue, and Seventh street. The edifice will be worthy the Bible House and Astor Library, which are nearly contiguous, and will reflect honor, in all time to come, upon the intelligence, philanthrophy, and public spirit of the noble-hearted merchant.

SERIOUS RAILROAD ACCIDENT.—On Thursday evening, in consequence of the displacement of a witch on the Harlem Railroad, a heavily loaded freight train ran on a side branch, dashing into a gang of workmen, sixteen of whom were horribly mangled, and two mortally injured.—*N. Y. paper.*

RECIPROCITY WITH THE BRITISH PROVINCES.—The correspondent of the New York Journal of Commerce writes as follows, on the subject of meeting the President's suggestions in reference to a reciprocity treaty, by act of Congress:—

"Mr. Seymour, Chairman of the Committee on Commerce of the House, will bring the subject of Reciprocal commerce with the British Provinces before the Committee at their meeting on Monday. If he should report a Bill, it will be somewhat different from that which he contemplated at the last session, and more acceptable perhaps, on this side of the line.

The mode of reaching the object of this project is changed by the President in his late message. At the last session, the mode proposed was to begin with a legislative Act, and then carry it out by treaty. The mode proposed now is to begin with a treaty and then carry out its provisions, so far as they may affect the revenue, by legislation. Precedent legislation, if attempted now, will only serve to embarrass the pending or proposed negotiation. Besides, though the principle of reciprocity will be recognized by Congress, the details of a bill will not be easily shaped to suit a majority of both houses. Besides, the project will invoke some slight change of the Tariff, and the majority of Congress are determined to avoid any change, —and will even refuse, perhaps, to entertain a proposition for a change."

WASHINGTON, Dec. 8.—The Secretary of the Navy will, it is said, recommend the building of six additional war steamers, and the purchase of two others already built.

NEW ORLEANS, Dec. 9.—Private letters from Havana state that the arrest of the Captain of the Lady Suffolk had caused much excitement among the British residents. Seven or eight slave ships were expected on the coast, and all the British vessels on the coast station were cruising about the Island awaiting them. This is the object of so many war vessels being collected at Havana.

The steamer City of Pittsburg, burn at Valparaiso, was insured for $85,000 in England, and $215,000 in New York and Philadelphia.

MAINE LUMBER.—The quantity of lumber surveyed at Bangor, Me., averages annually about 200,000,000 feet, the value of which cannot fall far short of $3,000,000. The quantity got to market this year is less than last year, owing to the great drought in the early part of the season. The demand has been great, and the prices of all qualities have run a dollar higher per thousand feet than last year, so that the quantity will fall short by some 15,000,000 feet, the sales will amount to nearly a quarter of a million dollars more than last year.

Gen. Pierce's California Ring.—The massive gold ring sent to Gen. Pierce by a number of citizens of San Francisco, was delivered to him on Wednesday, at the Tremont House, by A. A. Selover, Esq., in behalf of the donors. It weighs 16 1-2 ounces, and contains specimens of the various gold products from nine sections of the placers and mines of California. The engraving upon the ring presents the seal of the State, together with other illustrative emblems of its rise and and progress.—*Boston Transcript.*

Plattsburgh and Montreal Railroad.—This road is destined to do a heavy business. We understand that the moment the navigation closes at Rouse's Point, the Ogdensburg freight cars will push on to Plattsburgh with wheat and flour, of which immense quantities are now coming from the West, and constantly filling the warehouses of the Northern Railroad. The quantity of wheat to be thus transported to Plattsburgh, and thence by ferry to the Burlington and Rutland Railroad, is estimated at 70,000 bushels, and that of flour at 80,000 barrels.

BARBADOES.—Intelligence from Barbadoes has been received to the 23d ult. The fever there had greatly abated, but a British war frigate lay in Carlisle bay, at quarantine, with 33 cases on board. Governor Sir William Colebrook had returned from Europe and re-assumed the governorship of the Island. American provisions and breadstuffs were quoted as abundant, and prices, even at retail, were are most ruinous to shippers.

RUSSIA AND JAPAN.—An extract of a letter, dated St. Petersburg, Oct. 16th, 1852, is published in the Salem Register, from which it appears that the Emperor is jealous of the movements of the United States in the direction of Japan, and that he has started an expedition for that Island, consisting of the frigate "Pallas," a tender, and a screw steamer bought in England, to be under the command of Vice Admiral Polatine—a very efficient officer and worthy man. The frigate left Cronstadt a few weeks since, and will stop at some port in the English Channel, where the expedition will finally start from. It is said to be for scientific purposes, but it is pretty certain it is sent to watch the American expedition.

"In 1847," remarks the *Belfast Mercury,* "only about 3,600 miles of railway had been opened for traffic in the United Kingdom. At present there are close on 7,000 miles in operation—the aggregate cost of which exceeds 240 millions. This shows that independently of all the additional capital sunk in factories, in the extention of machinery, and the enlargement of harbours, there has been at the rate of 20 millions per annum expended in creating railway property during the last five years."

A convention, providing that none but a Prince professing the Greek religion shall reign over Greece, was signed in London by the representatives of England, France, Russia, Bavaria, and Greece.

FROM THE CAPE OF GOOD HOPE.—We have received Cape Town papers to Oct. 26th, brought by the U. S. Sloop of war St. Marys, at Philadelphia. They contain a variety of details of the frontier war, where no regular hostilities were attempted by the Kaffirs and rebel Hottentots, except for the purpose of plunder. Considerable numbers in their predatory expeditions had been encountered and routed or shot. They were however occasionally successful. About the 16th of October, a herd of 90 cattle and 2 to 300 sheep belonging to two colonists, which ten hired Hottentots were driving, were captured on the Fish River by a party of a hundred rebel Hottentots, and their drivers were made prisoners. Three of the friendly Hottentots made their escape. Another party of rebel Hottentots who had entered the colony were attacked by a party of 50 police, and a number of mounted riflemen, and were routed with five killed, and a number wounded. Other affairs of a similar character are described.

The Australia mail screw steamer Cleopatra, of 1500 tons, with 157 passengers to Port Philip and Sydney, arrived at Table Bay Oct. 25th, having left Plymouth, Sept. 7th, St. Vincent the 21st, and Ascension Oct. 4th. Her progress had been considerably impeded by want of fuel.—*Boston Daily Advertiser, Dec. 11th.*

THE LATE GREAT FIRE AT SACRAMENTO.—A correspondent of the San Francisco Whig, at Sacramento, under date of Nov. 6, gives the following description of the ruins of the late city:—

"In glancing across the burnt district, we find that no less than *forty seven squares* have been destroyed, occupying a space of *one hundred and seventeen acres!* counting two and a half acres to each square. The original computation of twenty five hundred buildings having been destroyed, is not exaggerated.

"The appearance of the scene of disaster after the flames had in a measure subsided, exceeded anything within the memory of the spectators. It differed from that presented after the great May fire in San Francisco, because in one case a large portion of the city was destroyed—while in this, almost the whole town has been sweep from existence. A vast plain, charred and blackened, stretched towards the river in an indistinguishable mass of smoking ruins; here and there appeared the shattered walls of once substantial brick buildings, crumbling to pieces, and still seething in the fierce heat. A livid glow, red and sickening, shot up from among the ruins, casting a baleful light upon the toppling masses of walls. Along the expanse, at interv