ability that King Leo-
his mysterious visits to
it will not be until af-
nd her Majesty has re-
s approaching visit is
hat only makes the fact
e who know how much
given to mystification.
on.

s put down by procla-
ocessions in Ireland, it
hat these temperance
themselves into vast
—*Birmingham Adv.*

e filled with reports of
eal of the Union; at
continues to repeat his

e Plymouth Company
e in contemplation to
vith a competent staff
lony, to select the site
ent of New Plymouth.
*Conservative.*

HOSES MONTEFIORE FOR
sday morning Sir Mo-
nite left London by the
on to the East on be-
Jews. Mr. David Wil-
nder sheriff to Sir Mo-
panies that highly res-
he mission.
ldler died worth £70,-

is to be gradually abo-

OF A SHIP MASTER.—
aptain Hosken's report
e of the Great Western,
from his course in a
nner by a signal of dis-
aster of the brigantine
ndland, when, instead
he merely used it as a
to take a passenger on
should be severely rep-
owners, as it will have
e the captains of steam
time like a mail coach,
distress when they find
with.—*London Paper.*

AND JONES.—The Man-
Captain Muddle, which
on the 28th of Februa-
Bay, Good Hope, on the
30th of April, informa-
was the intention of the
ession of the ship and
; and John Black, a
te the ship. One of the
—*Shipmans Gazette.*

and truly patriotic gen-
who is so peculiary fa-
ation of at least one
and recreation of our
at he has expressed a
a suitable site, to lay
in the purchase and
nd, and to dedicate the
he use of the public for
*dard.*

French journal, the *Siecle*, in the
s the following account of the
rine, derived no doubt from offi-
fleet in the Mediterranean is
nd counts thirteen ships of the
20 guns, commanded by Admiral
ommanded by Admiral Rosamel;
guns, commanded by Admiral
he Diadem, Santi Petri, Jupiter,
the Trident, Generaux, Alger,
t of these vessels are under the
under Rosamel, but both will
e are at present arming in Tou-
on, with the Marengo, Ville de
ns each, all of which may be
e months, eight more ships of
frigates, may be also ready.—
25 sail of the line, and 24 large

bers and friends of the In-
e Propogation of the Gospel
ld on Wednesday July 8th,
ouse, High Street, Maryle-
he Chair. The noble Lord
this was the only mission-
with the Church; that it
peration 140 years, and has
he most distinguished per-
gy and laity. Its object is
ction to the inhabitants of
means of canonically-ordain-
, &c. In British America
hurches have been erected,
pointed; and it is a matter
essings are duly appreciated
ularly attend services of the
ever, much spiritual destitu-
the diocese of Nova Scotia,
to remedy. Petitions have
om that colony praying that
ly sent out. During their
ese persons enjoyed the pri-
r national Church; but are
means of grace, and can ob-
on for their children beyond
re enabled to give. The
y addressed by the Rev. Dr.
clergymen and gentlemen;
a parochial association should
. At the close of the meet-
e. The subscriptions were
*imes.*

s been effected between
nd the Secession Synod,
700,000 Presbyterians.
place on Friday last, in
Church, Belfast. The
read the articles of the
designation of the uni-
byterian Church in Ire-
al meeting is to be de-
neral Assembly of the
in Ireland." When the
Does this act pass?" all
aneously rose, and with
s." The Reverend Dr.
chosen first Moderator,
constituted the meeting
e Lord Jesus, the great
he Church." A deputa-
n of Scotland was intro-
M'Farlan, of Greenock;
tch of the present positi-
f Scotland, in reference
Non-intrusion question.
rsons present. "By this
*Belfast Chronicle*," the
as manifested in favour
Scotland in her present
resistance to the bill of
before the House of
*ectator.*

—Our latest date from Syd-
ch, four days later than the
he most remarkable event
the destruction, by fire, of
gs known as the Royal Ho-
on the 18th. The loss was

rants into New South Wales
was—into Sydney, 10,654;
, 11,368. Of these, 4,451
, and 3,567 children.

accounts from Van Diemen's
ached £60 to £80 per ton,
y risen at Adelaide to the
effected yesterday as high
ve that from £60 to £80

may be taken as the market-price. These prices, however, cannot stand, as the crops in Van Diamen's Land and Sydney are most plentiful. We only regret that our present stock of flour is so small; the Government, we understand are quite ovt! so much for its wisdom. London brown soap has risen to 2s. and 2s. 6d. per pound. Pork is at £7 7s. to £9 per cask. Tea and sugar are fast rising, and salt butter is held at 1s. 6d. Fresh meat is plentiful, and in the best condition.—*Southern Australian.*

*From the New York Albion.*

The declaration of Sir John Hobhouse at the great dinner given to Lord Keane by the East India Company on his return from the conquest at Cabul, coupled with the tenor of a series of articles publishing in the London Globe, on the subject of China, has excited the marvel of some of the alarmists. That Sir John Hobhouse, who is the President of the Board of Controul for the affairs of India, and therefore likely to speak the sentiments of the "Merchant Princes," did use the remarks attributed to him we have no doubt, but it is by no means certain whether they applied to China, or to Affghanistan, the scene of Lord Keane's Military achievements. We, however, copy the remarks, and leave the reader to draw his own inferences.

And, suppose Sir John's observations really had reference to China, and to the probable result of the expedition now on the shores of that conceited people, seeking redress for the manifold offences given—is there any thing very remarkable in them? Aggressions lead to war, war generally to conquest, and such may be the case with China. Lin, that monosyllabic hero, as Blackwood's Magazine calls him, has given ample cause for reprisals of any kind; and shou'd his master, on the arrival of the British expedition, authorize him to reject all peaceful overtures—especially when these overtures will be accompanied with a repudiation of opium smuggling as intimated in our last—who will be answerable for the consequences? Assuredly a British fleet and army will not go to China for nothing, and if the Chinese remain contumacious, will not restore the trade, but refuse all redress for the past or security for the future, they may depend on it that matters will not end in children's play.

But the conquest of China or any part thereof, is not the object of Great Britain or of the East India Company. They have already territory enough—their victorious banners, as Sir John Hobhouse remarks, already float from the Indus to the Burrampooter, and they have no wish to see them planted on the walls of Pekin or China. But the trade of China nevertheless is necessary to Great Britian—without it her people would be deprived of an indispensable necessary of life, and it is of imperative consequence that they receive the wonted supply of that herb which moistens the daily food of all ranks from the prince to the peasant. Twenty-five millions of the Anglo-Saxon race will not brook the loss of such a comfort to gratify the whim of a pampered tyrant at Pekin, who has the folly and knavery to think himself a divinity.

The British expedition then, proceeds to China, not for the purpose of conquest or Anglo-Indian aggrandisement, but to obtain reparation for injuries; if reparation be made and the trade re-established, war will be avoided and all difficulties will be ended. Should the result be otherwise, and should the monosyllabic hero aforesaid, who among other ebullitions of his insolence has written an impertinent letter to the Queen, deny all redress, perhaps some of Sir John Hobhouse's visions may one day be realized.

For the sake of commerce, civilization, and the happiness of our fellow men of the Chinese empire, who are a shrewd and industrious people, and who are anxious for trade and intercourse with the rest of the world, we should be glad to see it so; we trust that the days of their thraldom are numbered, that the ignorance, bigotry, and tyranny of their rulers are about to be levelled with the dust; and the principles of British freedom—we care not under what dynasty—reared in their stead.

The following is the speech of Sir John Hobhouse, at the dinner:—

Sir J. Hobhouse felt happy on all occasions to aid the great and powerful sovereignty—for sovereignty it was—the Directors of the East India Company, to promote the welfare of India. The gallant officer, Sir P. Durham, had alluded to the late addition made to the vast territory of the East India Company. (Hear.) It was just possible that that vast territory had at that moment recived a further and important increase. (Hear, hear.) It was just possible that since he (Sir J. Hobhouse) last met the Directors at the festive board, now about six months since, the Government of India had been enabled to make an addition to its territory, the vast consequence of which could *scarcely be imagined in the wildest dream of fancy*, and which for centuries would be of advantage to the empire. In the history of the world there was no instance of yearly sovereigns (as the Directors of the East India Company were) having conquered so vast a territory as that of India—there was no instance of such successive success; to them the happiness belonged of giving to the vast country under them continual happiness, and of extending education. It was owing to God's ministering hand, directions had sprung up to spread the benefit of light and knowledge in India, and among a people enshrouded in darkness and idolatry. It was scarcely 100 years ago since the power of the East India Company was felt in India—now their banners were flying from the Indus to the Burrampooter. (Cheers.) He (Sir J. Hobhouse) would say emphatically—Go on in the great work of extending religion, civilization, and education in India, for the wishes of the good are with you; go on in your great work, for the sake of India and Great Britain itself. (Loud cheers.)

## Communications.

FOR THE OBSERVER.

MR. EDITOR,—The calamity of 1839 which swept off a large number of buildings having placed the owners of Lots in a position to resume their correct lines, it follows as a matter of course that no great difficulty existed in ascertaining the bounds of individual proprietors—but, until lately no one had an idea that an *Honorable* gentleman would attempt to raise the question of adverse possession against limits prescribed by his conveyance, because some rickety wharves half built at first had fallen in upon his neighbours and thus a temporary possession had been obtained.—Such a course of procedure is about as correct as pleading the *statute of limitations* against a just debt, —and whether legal or not, all men of correct feeling will alike repudiate the principle. Public opinion cannot be put down, notwithstanding the *powerful* influence of the party alluded to.

But suppose that 7 or 8 proprietors on the North Market Wharf think proper to allow their lots to be encroached upon, I imagine it is their own affair.—They may however rest assured that the public do expect, and will insist upon the Authorities continuing a parallel line with the New Stores already gone up fronting on the Slip, whether the parties do or do not obtain their full quantity of ground in the rear.

ONE OF THE PEOPLE.

# THE OBSERVER.

ST. JOHN, TUESDAY, AUGUST 25, 1840.

By the arrival of the steamer North America at one o'clock on Wednesday, we were put in possession of the News brought by the steam packet *Acadia*, which vessel arrived at Boston on Monday morning, last week, from Liverpool via Halifax.—The Mail with the letters and papers arrived in this city from Halifax at eight o'clock on Wednesday evening, *seven hours after* the news had reached us by the way of Boston, and four full days after arriving at Halifax!—The Mail for Quebec was dispatched from Halifax at 9 o'clock on Saturday evening, [two hours after the arrival of the Acadia,] for Pictou, to be forwarded by the Unicorn, and would probably arrive at Quebec on Wednesday forenoon.

We have given numerous extracts from English and Boston papers. It will be seen that difficulties have arisen between England and the three great powers of the North of Europe, on the one side, and France and Egypt on the other, upon the subject of the affairs of Turkey and Egypt, which threaten to disturb the peace of Europe. It seems however to be the general opinion in England that there will be no war.

The Earl of Durham, late Governor General of British North America, we regret to state, died at Cowes, Isle of Wight, on the 28th of July, after a lingering illness.

By a statement in the Courier, it clearly appears that no blame can be attached to the Postmaster at Halifax, on account of the last English mail not arriving in this city in proper season. The Canada and Boston mails have to be dispatched previous to making up the mails for this Province, besides attending to the constant calls of the people of Halifax for letters and papers; and as the Dy. Postmaster Gen'l is allowed but one Clerk, the duty to be performed on the arrival of a steam boat mail from England must be immense. It is very annoying, however, to merchants and others in this City and Province, that their letters, &c. should be four days coming from Halifax, after crossing the Atlantic in eleven!—We trust that the Deputy Postmaster General, with his usual prompt attention to the duties of his office, will take proper steps to remove this cause of complaint and annoyance from the inhabitants of this Province.

The weather *this* month has been very much against the interests of agriculturists, as far as the making of hay is concerned. Fog and rain have prevailed more than usual in this district. Since Thursday last the sun was scarcely visible until yesterday afternoon, which was fine. To-day we have heavy drenching rain.

Bell's Messenger of the 3d inst. says:—"We can expect no intelligence from China of the proceedings of the Expedition, till October or November next."

The steamer North America arrived last evening, from Boston.—Major Brookes, 69th Regt. went passenger in this vessel to Boston, last week, on his way to England.

G. HAMILTON SMITH, Equ're, of Her Majesty's Customs at this port, came passenger in the steam ship Acadia from Liverpool.

The Acadia is stated to be a remarkably fine vessel, finished in a style nearly similar to the Britannia. The tonnage, dimensions, rig, accommodations, machinery, &c., of the two vessels are about the same. But the Acadia is said to be intended as the crack ship of Cunard's line.

It is said that the Governor General of these Provinces, the Right Hon. C. P. THOMSON, has had the titles of Earl of Toronto and Baron Waverley conferred upon him by Her Majesty.

The health of His Excellency the Governor General has greatly recruited since his return to Canada.

The U. S. Frigate Macedonian, and Sloops of War Levant and Erie, have arrived at Eastport, for the purpose of recruiting.

The Hon. WARD CHIPMAN, Chief Justice of this Province, arrived in England in 22 days from New York, and we understand had an interview with Lord Normanby at the Colonial Office in the latter part of July or early in August.—*Courier.*

It is pleasing to observe that the various useless checks which have fettered, in a greater or less degree, the energies of the Province, are one after another yielding to the more enlarged views which begin to prevail.—The "Bill to amend the Laws relating to Customs," introduced into Parliament on the 17th July, provides, at clause 20, that Tea, by former Acts prohibited to be imported into the British Possessions in North America except from the United Kingdom, or from some British Possessions in America, &c. &c. will soon be allowed to be imported into these Colonies, from Asia, Africa, or America, on payment of ten per cent. duty—and that, by clause 21, the old duty of £7 sterling per tun on Wines imported from Madeira, and 10s. per tun on Port, Spanish, or other Wines, (except French,) will be repealed.

A letter from Sir GEORGE GREY, dated 29th June 1837, stated that, "in the present state of public affairs, Lord GLENELG apprehends that it will not be "found practicable to pass, during this Session of Parliament, an Act in amendment of the Laws of Custom, but that during the approaching recess, the attention of Her Majesty's Government will be given "to the suggestions of the Chamber of Commerce of "New Brunswick, for the amendment of the Law relating to the duties on Wines."—We rejoice to find that this duty will die off, and shall be still more so, when the fostering care of our Legislature, so perseveringly exerted in favour of the growth and protection of the now large contraband trade in low-priced Wines, shall yield to a recognition of the first principles of trade, and to a regard for the Public Revenue, by the duties being reduced to 15 or 25 per cent., in place of 150 or 200 per c'nt. ad valorem.

The liberty of importing Teas from the United States will be a great boon to the Colonies—the prices will be reduced, and will be more steady than heretofore. This alteration, joined with the change of system in respect to Flour and Salted Provisions, will at length restore to Saint John a trade which she has for years been deprived of—the supplying of persons residing on the Bay Shores, in the more eastern parts of this Province, and the western part of Nova Scotia; who have we believe, for a long time been induced to rely on Moose Island for their main supplies.

We have understood that when the Chamber of Commerce applied some time since to have Teas admitted from Foreign States, they respectfully submitted, "that their importation (in British vessels only,) "might be subject to an ad valorem duty of, say, "twelve and a half per cent., collected by the Officers "of Her Majesty' Customs."—It is to be reduced to ten per cent.

We notice that the reduction of Postage on Letters between Halifax and Saint John, (and we suppose, also, to all parts of the various Provinces,) is put at *Two Pence Halfpenny*, Currency—probably in consequence of the representations made by our Chamber of Commerce on the 28th April last, to Earl LITCHFIELD, and forwarded, as we understand, through their Excellencies, the Governor General, and our attentive Lieutenant Governor.—It is to be hoped that such inquiries will be set on foot by the local authorities in the various colonies, as will result in a uniform and much reduced rate of Postage, and extending from Lake Superior to the Schoodick.—*Ib.*

COMMISSARIAT CHANGES.—We regret to learn that Assistant Commissary General W. H. Robinson is to be removed hence to Fredericton, as Deputy Commissary General Hewitson has resumed the charge of the Commissariat here. Mr. Robinson's removal will be deeply regretted; for he has distinguished himself daily during his residence in this community by repeated instances of kindness and generosity. As a public officer he has been frank, affable, and upright; while his suavity and benevolence as a citizen will cause him to be ever remembered by all classes and parties with sincere affection.—*Halifax Recorder.*

"A LAUGHING PHILOSOPHER."—The Halifax Recorder of Saturday last says—"Signior Blitz has been making many a one's sides ache since his arrival here. For four nights he has kept crowded houses composed of the young and the aged of all degrees in a continual cachinnation, by his unparalleled power over their risible faculties. He has made the wisest and shrewdest of both sexes commit mistakes, but there is no mistake in him, for he knows how, by his uncommon adroitness and pleasing address, to keep multitudes in good humour—to make "e'en thick lipped melancholy shake both her sides with laughter" —as well as to "win golden opinions from all sorts of people." His amusing performances would have been closed last evening, had he not been prevailed upon by the solicitations of hundreds to devote two nights more to their entertainment."

The honour of Baronetcy has been conferred on Mr. James Stuart, Chief Justice of Lower Canada.

We understand that the Assistant Judges have received a notification, that the Honble. Messrs. PANET and BEDARD, who were suspended at the close of 1838, are re-instated.—*Quebec Gazette.*

We are sorry to hear, on what we conceive to be good authority, that the cod-fishery has failed this season at Gaspe and the whole of the south shore.—*Ib.*

*Brig Vernon.*—At a Meeting of the Young Men of Halifax, held in the rooms over the Halifax Public Library, on Friday evening last, it was resolved that the thanks of the Meeting, accompanied with a Gold Chain and Medal, as a lasting memorial of his services to our Countrymen and to mankind, should be presented to Captain Antonio Peloso, of the Schr. Tauro, of Havana, for having, at the risk of his life, succeeded in capturing and delivering to justice, the band of Pirates who murdered Captain Cunningham, and two seamen of the Brig Vernon of this port, and for rescuing the mate and two seamen, the only survivors of the crew. It was also resolved to open a subscription for the relief of the orphans and others who may have suffered from the massacre of Capt. Cunningham, and two of his seamen, and from the destruction of the Vernon.—*Halifax Guardian.*

We understand that the Passengers by the *Acadia*, are so highly pleased with the kindness, attention, and good management of Captain *Miller*, that they intend presenting him with a piece of Plate. An Address, expressive of their opinions has been presented to him, but of which, we regret, it has not been in our power to obtain a copy.—*Halifax Journ.*

The President Steamer, Capt Fayrer, arrived at New-York at 3 o'clock, P. M. on Monday the 17th, and made her passage in sixteen days. She is, says the Albion, a superb vessel and the largest steam ship afloat. The passengers describe her as an admirable sea boat, perfectly dry, and almost without motion, considerations of great consequence to ladies, families, and persons journeying for health and pleasure.

THE GREAT WESTERN is rapidly filling up with passengers, and will sail next Tuesday, probably, full. We are glad to see this, and we hope she will always go crowded. She is a noble vessel and as regular as clock work in her movements. Her arrivals and departures, on both sides of the Atlantic, have been as punctual as those of the Albany and New York steamers.

Captain Hoskens, who has commanded the Western ever since her launch, is as gentlemanly a commander as a passenger could wish. Every one who has sailed with him speaks of him in the highest terms of praise. Nothing is left undone for their comfort. —*New York Herald.*

SATURN'S RINGS AT THEIR WIDEST EXTENT.—The evening sky is at present very attractive; the stupendous rings of Saturn being this year at their widest extent; while Jupiter, the largest planetary body of our system, affords an object of peculiar interest, both on account of its belts and its beautiful train of satelites.—*Providence Courier.*

[From the London and Paris Ladies' Magazine of Fashion.]

LADIES' FASHIONS FOR AUGUST.

Foulards, poils decheare, boreges, broches, or plain, and silks of every color, shot, plain, perlees, glacees, satinees, are all in favor; but during the warm weather, they are replaced by batistes de laine with flowers, tiges, termed batistes spouline, and thread batistes. There is a little new in the make of dresses this month; the struggle to introduce long tight sleeves still continues; short sleeves are much worn in Paris, with long gloves, matching in color with the scarf, ceinture, &c.; the sleeves a passe conde are also seen, other sleeves are made with coulisses, forming bouillons, but of moderate size. Corsages are also made with coulisses, some only half down the body, others entirely over it. Fichus are in a great variety, made of light materials, to wear over dresses with short sleeves and low bodies. One of the newest forms is is a point with small collar and long scarf, ends trimmed all round with a narrow Valenciennes lace, the ends cross in front and tie behind; the present form of the cousge requires the addition of the chemisettes, which are very richly embroidered, and trimmed with fine lace; narrow frills are also worn on the tops of dresses.

Scarfs are very fashionable; very elegant ones are made of white organdy, having a riviere a jour all round, with a narrow embroidery of gold and white thread, with a knotted fringe of white and gold on the ends.

Leghorn bonnets are much worn at this moment, but paille de riz and crape are also fashionable. Straw bonnets, for traveling and country wear, have the fronts edged with a broad band of velvet, and the crown is encircled with a torsade of the same material; plaid ribbons may also be used in the same style, and sometimes a bunch of fancy feathers, matching the velvet or ribbon, falls to the edge of the bonnet; the form of bonnets does not vary. Small fichus, either of lace or tulle, trimmed with two or three rows of fluted lace, are worn, en fanchon, on the head; long coques of narrow gauze ribbon, are placed in clusters, and fix the fichu on each side of the cheeks; a small ribbon bride ties under the chin.

*The Zone of Beauty.*—This is the name given by a lady of distinction, to Madame Georges' "Corsets a la Bayadere." This invention, it is said—by those who ought to know—has wrought an entire revolution in the female toilet. It imparts to all who wear it, a graceful roundness which diminishes the waist to the eye, without any sensible compression. It is elegant, easy and flexible—and not a lady has been known to discard the article, who has ever tried its marvellous effects. The Zone of Beauty, as we are informed by a fair correspondent, will soon be in vogue in Boston. Some of the ladies are absolutely "up in arms" about it, already.—*Boston Times.*

NEW DECK LOAD LAW.—A copy of the Act, passed during the present Session of Parliament, restricting vessels carrying Deck Loads, has been received by the Collector of Her Majesty's Customs at this Port, and is now published for the information of all concerned. An Act for preventing Ships clearing out from a *British North American* Port loading any part of their cargo of Timber upon Deck.

[*28d July*, 1840.

WHEREAS great loss of life and severe sufferings have been occasioned amongst the Crews of Ships and Vessels laden with Timber and Wood Goods from *British* Ports in *America*, from the practice of having a portion of the Cargo of such Ships stowed on or above Deck:—Be it therefore enacted by the Queen's most excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, that it shall not be lawful for any part of the Cargo of any Ship or Vessel wholly or in part laden with Timber or Wood Goods, and clearing from any *British* Port in *North America*, or the Settlement of *Honduras*, for any Port in the United Kingdom, between the first day of *September* and the first day of *May* in each year, to be stowed or placed, during any part of the voyage, upon or above the Deck of such Ship or Vessel; and the Captain or Master of every Ship or Vessel so laden, and clearing from any *British* Port in *North America*, or the settlement of *Honduras*, for any Port in the United Kingdom, between the said first day of *September* and first day of *May* in each year, shall not be permitted to sail without first procuring a certificate from the Clearing Officer that all the Cargo is below Deck.

II. And be it enacted, that if any Captain, Owner, Supercargo, or other person having command of any such Ship or Vessel shall so place, or cause or permit to be so placed, any part of the Cargo, every such Captain, owner or Supercargo, or other person so offending, shall for every such offence forfeit and pay any sum not exceeding One Hundred Pounds, to be recovered before any Justice of the Peace, or in any Court of Record in the United Kingdom, or in any of Her Majesty's Possessions abroad where the offender may be: Provided always, that nothing herein contained shall extend to prevent the carrying upon Deck the necessary Store Spars for the Vessel's use, or the removal on Deck of a portion of the Cargo of such Ship or Vessel, in cases where the same may be rendered necessary by the springing aleak, or other damage during the voyage, nor to any ship which may have cleared out from any Port in *British North America*, or the Settlement of *Honduras*, before the first day of *September*, or within seven days after notice of this Act shall have been received at the Custom House of the respective Ports.

III. And be it enacted, that this Act shall continue in force until the first day of *May*, one thousand eight hundred and forty-two.

IV. And be it enacted, that this Act may be amended or repealed by any Act to be passed during the present Session of Parliament.

☞ The Mail for England, by the Steamship Acadia, will be closed at Halifax on Thursday the 3d of September, at 8 o'clock in the afternoon, and the ship to sail same evening.

ERRATUM.—In the Report of the Boundary Commissioners, in last Observer, at the paragraph before the last, sixth line, instead of "in a *north-westerly* direction, south of the Roostuc, to the Bay of Chaleurs," read "in a *north-easterly* direction," &c.

IMPORTATIONS AT SAINT JOHN,

*During the week ending on Saturday.*

518 barrels and 25 half-barrels Wheat Flour, 442 brls. Rye Flour, 142 do. Corn Meal, 10 do. Bread, 200 bushels Corn, 361 brls. Apples, 10 boxes Oranges, 39 hhds. Sugar, 5 puns. Rum, 2 hhds. Molasses, 17 chests Tea, 16 kegs and 8 boxes Tobacco, 652 tons Salt, 514 tons Coals, 95 brls. Pitch and Tar, 1 cask and 20 kegs Saleratus, 7 barrels Vinegar, 65 boxes Starch, 125 do. Soap, 100 kegs Ginger, 50 do. Mustard, 4 brls. Varnish, 6 bales Hides, 8 packages green Calf Skins, 1½ brls. Snuff, 4 cases Cigars, 5 tierces Rice, 10 brls. Beans, 12 doz. Brooms, 16 do. Pails, 5 tons Logwood, 227 barrels Herrings, 15 do. Roman Cement, 319 boxes smoked Herrings, 1500 bushels Potatoes, 200 boxes Apples, 85 do. Pears, 8 cwt. Butter, 2 cwt. Cheese, 50 quintals Dry Fish, 320 Sheep and Lambs, &c.

MARRIED.

On Sunday the 16th inst. by the Rev. I. W. D. Gray, Mr. Hezekiah M'Kenzie, to Caroline, youngest daughter of the late Mr. Jonathan Dunham, of this city.

On Thursday evening last, by the Rev. Dr. Gray, Mr. John H. Bustin, to Catharine, youngest daughter of Mr. John Knollin, all of this city.

On Saturday evening, by the Rev. David Harris, Mr. James Stockford, to Miss Charlotte, third daughter of Mr. Wentworth Robinson, all of the County of St. John.

At St. Stephen, on the 9th inst. by the Rev. J. S. Thomson, the Rev. Calvin R. Batchelder, of the Congregational Church, in Westminster, Vermont, to Miss Frances, daughter of Samuel Abbot, Esq., of St. Stephen.

DIED.

On Sunday 16th inst. Elizabeth Eleanor, daughter of Mr. John S. Hawksworth, aged 13 months.

On Thursday last, Charles, infant son of Mr. Samuel J. Deforest, aged six weeks.

On Thursday morning, Capt. John Innis—for a number of years a respectable Shipmaster out of this Port.

On Saturday morning, Lucy Ann, eldest daughter of Mr. Widden Woodworth, aged five years and five months.

On Saturday morning, Margaret, youngest daughter of Mr. Robert Thomson of Portland, aged 13 months.

On Sunday, Hector Mitchell, youngest son of Captain John Brown, aged 5 months and 11 days.

On Monday the 24th August, after an illness of two months, Charlotte Augusta Lake, aged 15 months, youngest daughter of Alexander Boyle, M.D.

At Fredericton, on Thursday the 13th inst. aged 44 years, Peter Fraser, Esquire, a native of Forres, Morayshire, Scotland. Mr. Fraser came to this Province in the year 1774, and by assiduity in business advanced himself to the honorable situation of Member in Assembly for the County of York, Justice of the Common Pleas and Justice of the Peace for the same County—the duties of which situation he discharged with strict integrity and to the best of his abilities. Mr. F. was also Lieutenant Colonel of the 31 Battalion of Carleton County Militia. His remains were interred on Sunday, numerously and respectably attended. The President and Members of the "Fredericton Society of Saint Andrew" (of which he was for many years President) walked in front of the funeral procession in deep morning, and wearing the badge of the Society.

At St. George, on the 30th ult. Capt. Jonathan Wallace, aged 89 years. Mr. W. was one of the first settlers of Charlotte County, and was much esteemed by all who knew him, for his honesty, integrity, and uprightness of character.

At sea, on the 11th instant, on board the Brigantine *Rapid*, from Berbice to Yarmouth, (N. S.) Joseph Corker, of St. John, a fine promising lad, about 16 years old. His remains were brought to Yarmouth and interred in Trinity Church Yard.

## Port of Saint John.

ARRIVED,

*Thursday*, ship Ruby, Wescott, Liverpool, 50 days—S. Wiggins & Son, salt and coals.

Liverpool, Spence, London, 60—E. Barlow & Sons, ballast.

Elizabeth, Sinclair, Liverpool, 57—Alex. Yeats, salt, &c.

Pursuit, Spence, Liverpool, 56—Mackay, Brothers & Co. ballast.

Laurel, Leadbeater, Liverpool, 52—J. W. Smith, coals, &c.

Brothers, Daniel, Newry, 46—W. Carvill, iron, &c.

Schr. Industry, Crowell, Sydney, C. B. 22—to order, coals.

*Saturday*, ship Harmony, Hobson, St. Thomas, 18—R. Rankin & Co. ballast.

*Monday*, ship Samuel, Jamieson, Liverpool, 56—S. Wiggins & Son, merchandize.

Steamer North America, Brown, Boston—J. Whitney & Co. passenger, &c.

COASTWISE, &c.

*Wednesday*—Union, Price, Fishing Voyage, fish.—Edwin Botsford, Jones, Petticodiac, deals.—Sophia, Chute, Wilmot, staves and cordwood.—Pearl, Brooks, Westmorland, oatmeal.—Pilgrim, Gunnings, Petitcodiac, Grindstones.—Sir John Harvey, Morgan, Wilmot, cattle and sheep.—Spitfire, Hardy, Digby, sheep, cattle and potatoes.—Minerva, Banks, Barrington, fish.—Caroline, Landers, Wilmot, potatoes and cattle.—Mary Ann, Rice, Digby, potatoes and eggs.—Roselle, Nice, Digby, potatoes.—Victory, Evans, Black River, deals.

*Thursday*—Maria, Wave, Salmon River, deals.—Hare, Turnbull, Digby, sheep, potatoes and apples.—William & Ellen, Woodward, Petitcodiac, grindstones.—Barbara, Tanch, Digby, sheep, cattle and potatoes.—Robert, Russell, Digby, potatoes and sheep.—Eliza, Wells, Hopewell, deals.—Maid of the Mist, (s.) Henneberry, Windsor, passengers.—Meteor, (s.) Gibb, Digby, passengers, &c.—Robin Hood, Woodman, Digby, staves.—Rose, Christopher, Fishing Voyage, fish.—Catherine, Sulis, Digby, fish and cattle.

*Friday*—Mary Jane, Douglas, Parrsboro, plaster. Lark, Robicheau, New-Edinburgh, potatoes.—James Fraser, Peters, Annapolis, potatoes and eggs.—Mary, Smith, Wilmot, plaster, sheep and cattle.—Ruby, Erwin, Hillsboro, grindstones.

*Saturday*—Elizabeth, Cout, Salmon River, deals.—Friends, Morris, Windsor, plaster.—Phœbus, Bowes, fishing voyage, fish.—Weymouth Worster, do. do.—Hope, Pettegrew, New Edinburgh, potatoes.—Lark, Bradley, Musquash, deals.—Phœbe, Bowes, Grand Manan, fish.—Fly, ——, Quaco, fish.

*Sunday*—Meteor, (s) Gibb, St. Andrews, passengers.

*Monday*—Lady of Care, Rider, Annapolis, potatoes and apples.—Vigilance, Wright, Salmon River, deals.—Rebecca, Moore, Truro, boards.—Victoria, Holder, Musquash, deals.

*Tuesday*—Robert Ellis, Senice, Cumberland, deals and butter.—Augusta, Newcomb, Dorchester, ballast.

ENTERED FOR LOADING.

17th—Jane Walker, Whyte, Liverpool.
Elizabeth, Walker, Liverpool.
20th—Liverpool, Spencer, London.
Aurelia, Gates, London.

CLEARED.

Ship Coronation, Broadley, Liverpool, timber and deals—John Robertson; Ward Chipman, Poole, Hull, timber, &c.—Mackay, Brothers & Co.

Brig Edwin, Gibson, London, timber—R. Rankin & Co.; Bell, Stuart, Miramichi, ballast—Master; Souris, Campbell, Sligo, timber and deals—R. Rankin & Co.; Hibernia, Gwynne, Wexford, timber and deals—John M. Wilmot.—Industry, Hanan, Dublin—timber, E. Barlow & Sons.

Schr. Atlantic, Foster, Eastport, ballast—Master; Chief Sachem, Rice, Eastport, plaster.

The barque Edward Reid, of and from Londonderry, for this port, with 104 passengers, went ashore in a dense fog, early on Saturday morning, near Musquash. The steamer *Nova Scotia* went down to the wreck on Sunday morning and returned about one o'clock, with a number of passengers. We learn that the vessel will be a wreck, but the materials are expected to be saved.

Barque Cora, of Milford, W. Griffiths, master, from St. John, N. B. bound to Aben-Avon, timber laden, &c. struck on the 16th inst. on Sable Island, (N. W. Bar) lost rudder and drifted to sea, with 13 feet of water in her hold—on the 8th fell in with schr. Victoria, of Arichat, which rendered all the assistance possible, took her in tow and got her into New Harbour, where she drove on the bar—vessel and cargo will be lost, crew and materials saved.—*Halifax Recorder.*

Brig Good Intent, Capt. Crocker, of Yarmouth, from St. Andrews for the West Indies, ran ashore at Long Island on the 5th inst. and became a total wreck.—*Yarmouth Herald, Aug.* 14.

Schooner Seaflower, Robichau, Montreal, 16 days—pork, bound to St. John, N.B. put into Halifax on Wednesday last.

At Liverpool, N. S. 8th inst. brigt. Triton, Sligo, 80 days, bound to St. John, N. B. with about 103 passengers.

Advertised at Liverpool, ship Queen, Huggins, for St. John, to sail 4th August, and Lockwoods, Stephens, on the 8th.

*Donegal, July* 21.—The Britannia, from St. John for Ballyshannon, was stranded on the Bar of the latter port, 19th instant, and is expected to become a total wreck; part of the cargo discharged.

QUICK VOYAGE.—The barque Ritchie, 916 tons register, Captain Duncan Kerr, belonging to Pollok, Gilmour & Co. of Glasgow, has arrived in the Clyde, from Quebec, after a passage of sixteen days only, being the quickest for a ship of her size on record. The Ritchie has performed the voyage in less time than it has ever been done; having been absent from this country only two months and three days, including days of sailing and arrival.


# TURTLE SOUP!

***Real Turtle Soup***

MAY be had at the *Hibernian Hotel*, This Day, Tuesday, after one o'clock, (forenoon,) and every following day THIS WEEK, at any hour.

☞ Private families supplied with small quantities at their own residences, on application as above.

Aug. 25. JAMES NETHERY.

## CONTRACT

*For the Frame, &c. of a New*

**CATHOLIC CHURCH,**

To be Erected in this City.

SEALED Tenders will be received until Tuesday the 15th September next, from persons desirous to contract for erecting a Frame, and for rough boarding the same all round, and shingling the roof. Tenders to be left at the Store of Mr. John Dougherty, North side of King street, where Plans and Specifications may be seen.

WILLIAM MULLIN,
F. M'DERMOTT,
B. REYNOLDS,
JAMES GILDAY,
WILLIAM DOHERTY,
P. POWER,
P. M'COURT,
WM. M'CLENNAGHAN,
A. M'TAVISH.
*Committee.*

Aug. 25, 1840.

## Corporation Contract.

IN consequence of the Specifications not being clearly understood by Parties tendering for finishing *Morris street*, the Common Council have ordered that the same be again advertised. Proposals will therefore be received at the Police Office, until 10 o'clock on Thursday next, from persons willing to Contract for finishing that part of Morris street from Carmarthen to Pitt street, agreeable to Plan and Specification.

JOHN HUMBERT,
THOMAS HARDING,
ROBERT RAY,
WILLIAM HAGARTY,
*Committee.*

August 22.

## NOVA-SCOTIA NOTES.

A Small Amount of **NOTES** of the Province of NOVA-SCOTIA, may be had on immediate application to

JOHN V. THURGAR,
Corner Duke and Water streets.

Aug. 25.

## BUTTER AND HIDES.

THE subscribers have on hand for sale, a few tubs good BUTTER, and a small lot of dry salted HIDES.

Aug. 25, CRANE & McGRATH.

## NOTICE.

WHEREAS the Corporation of the City of Saint John have agreed with the Stockholders of the Saint John Water Company to receive a transfer of all their Lands, Works, and other properties, on certain conditions, under an Act of the Assembly for that purpose made and provided;—AND WHEREAS it is one of the requisites of the said Act, that all debts and demands against the said Water Company of what nature or kind soever, shall be first paid off:—It is in consequence ordered—

That all Claims and Demands against the Water Company, by parties having the same, be handed forthwith to the Secretary for payment;—And

That all sums due to the Water Company, up to the Thirteenth Instant, for Water Pipes, Stop Cocks, or other claims, and all amounts due, or by the 15th instant to become due, on Stock, to the said Company, shall, by the Secretary of the said Company, be put in suit on the 1st day of September next, unless previously paid.

*By order of the Board of Directors.*

L. DONALDSON, *President.*

St. John, Aug. 15, 1840.

## Tobacco, Cigars, Saleratus & Starch.

*Received ex Schr. Chief Sachem, from New York,*—

5 KEGS No. 1 Tobacco, (18's) superior article,
10 do. do. do. (16's)
20 do. Saleratus, averaging 35 lbs. each.

*Ex Schr. "Acadian" from Boston,*

10,000 prime Havana CIGARS,
30,000 do. do.

—*In Store*—

50 Boxes STARCH,
10 Puns. Jamaica RUM,
10 do. Porto Rico Molasses,
150 Barrels superfine FLOUR,
300 Bushels Yellow Corn, Bags NUTS,
Hhds. SUGAR, Virginia HAMS, Middlings FLOUR, &c. &c.

All of which will be sold low for prompt payment, by THOMAS E. MILLIDGE.

18th August. *Peters' Wharf.*

## BRITISH & NORTH AMERICAN

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