The Chronicle.

Saint John, August 13, 1852.

THE FISHERIES.

This matter is daily assuming a less belligerent [illegible] leading journals of the American union are now before us, the writers for which are taking a calm and rational view of this important question. They distinctly admit that by the convention of 1818, the United States expressly renounced the right "to take, dry, or cure fish, on, or within three miles of any of the coasts, bays, creeks, or Harbours of His Britannic Majesty's dominions in North America," except where there was no settlement on the coast. It is asserted that this stipulation was an oversight on the part of the American minister who assented to it, and that he could not have known that the best fishing grounds were within the bays, and not merely within three miles of the general line of the coast, whilst, it is as distinctly conceded that Great Britain and the Colonies are legally justified in their present movement.

It is perfectly clear to us that the wording of the convention makes express provision for the only case, in which American vessels are permitted to enter our "bays, creeks, or harbours" and this is the one universally permitted by the laws of civilized nations and of humanity—that in which distress renders succour absolutely necessary to the suffering mariner. This, in effect, is admitted by Mr. Webster, and it is quite evident that Mr. Everett took precisely the same view of the matter, when he addressed his dispatch to his government in 1845. Now as it is perfectly clear that we possess an exclusive right, it is equally evident that we may use it in any way, which may best conduce to our own advantage. Hitherto, American fishermen have enjoyed a privilege solely belonging to our own, and in common with them—but at length the acts of violence and of robbery committed by these poachers, rendered their contiguity both annoying and oppressive, and the time has arrived when purely in self defence, it becomes incumbent upon the Imperial and Colonial governments—to use a congressional phrase—"to assert and vindicate their reserved rights."

There are no individuals in existence, who are naturally more prone to drive an *exoraciating* bargain than are the Americans, and it has been an irritating and continued source of complaint on behalf of the Colonies, that in nearly every treaty negotiated with Jonathan, where Colonial interests are at stake, he has always realized the better half of the bargain. It is really gratifying then to learn from his own lips that the Convention of 1818, has presented one solitary exception to this inflexible rule. No matter what advantages are conceded to the Americans, or what favours are conferred upon them, they are never disposed to yield any thing in return, without a separate and apparent compensation. A short time ago, when negotiations were on foot for a reciprocity in raw materials, Jonathan suggested that the Fisheries should be thrown into the bargain, but ascertaining that his Fishermen enjoyed all the advantage of them, and with impunity, he became at once impressed with the conviction that no formal concession was required, and at length he ceased to treat with us altogether. At this period differential duties were abolished. Since then, our carrying trade has been given up, and our rivers thrown open to American steamers, systematically *white-washed* by authority of an act of parliament.

We have unbounded confidence in the wisdom and firmness of the Derby administration, and although it would appear that the vigilance of British cruisers is to be suspended, yet we trust a revival of it will be ordered in due time, and that through the agency of a sound conservative ministry, these colonies will again be invested with all those privileges which we were so recklessly deprived of during the prevalence of the whig dynasty.

As the present British Minister at Washington was appointed by the late whig government, we are happy to perceive that the negociation connected with the Fisheries has been taken out of his hands and transfered to another quarter, where our fellow colonists may rest assured, it is in perfectly safe custody.

In reference to this controversy, we cheerfully indorse the following spirited remarks from a well informed Canadian cotemporary:—

"When the Americans ask what we are going to give in exchange for the favour we ask, surely it is competent for us to say, we are not going to give much; but we have already allowed a great deal, and if the fact of your receiving this favour does not cause a like generous return on your part—if our generosity is to be met with huckstering and haggling precise equivalents,—we must withdraw this favor, in order that it may avail us in making our bargain. It is not suprising that the Senate should at first sight take some umbrage at the sudden apparition of nineteen men-of-war in the North American seas; but there, is after all, no real ground for considering this as an insult, for the bays and straits, where the British men-of-war are stationed, are as exclusively British waters as the Bristol channel. It is not because American fishermen have been permitted to frequent those coasts, either as a concession or a right, that the British flag should not fly freely, in waters land-locked on all sides by British territory, without offence to neighbouring waters. We do not understand by what right, therefore, any armed demonstration could be made by the Americans, either in the Bay of Fundy, or the Gulf of St. Lawrence. Whether the very best steps have been taken before directing the men of war upon the fishermen, may be a question; but we do not see that any international impropriety has been so far committed, and if it has been, the complaint should not come from the side of those who have been long and confidently in the wrong. The colonies are deeply interested in this matter, and they are bound, whatever feeling of friendship they may entertain for their republican neighbours, to show their readiness to support the mother country in measures taken for their advantage."

ANNEXATION.—The following is from the *Toronto Colonist*. We beg leave to inform our cotemporary that *our* annexationists were never half as pot valiant as those of Montreal, and yet, they deeply regret the part which they took in this exhibition of tom-foolery, which consisted of talk and bluster only, and for which, they have been heartily laughed at ever since.

"The New York *Herald*, contains a letter purporting to be from a correspondent in Montreal, signed "Anti Filibuster," and headed with large capital letters "Important from Canada," "annexation of the British Provinces." The *Herald* introduces this letter to its readers in a leading article, as being a very important document, containing "curious and startling revelations." The gist of the whole is to show, that there is a plot existing between General Scott and certain annexationists in Montreal, to bring about the annexation of Canada, and the sister Provinces to the United States, either peacefully or by force. The *Herald* in its leader states, that it is informed, Mr. W. L. McKenzie, "is in active confidential correspondence with the socialist and Seward organs of that State, for the promotion of the great design of annexation." We should not notice such wild fancies, were it not that there has been a good deal of talking and threatening about annexation, in the New York papers for a little time past, and that we think it just as well to tell them, that they may save themselves the trouble of speculating upon such a topic, as they will only have their speculations for their pains. We do not think the Montreal annexationists will be likely to try their hands, at another annexationist scheme, at least for some time to come, as no doubt the experience of their last attempt was quite enough to satisfy them."

RECIPROCITY AND THE FISHERIES.—We heartily indorse the following remarks in the Halifax *British North American*, and to "cut a long story short," we sincerely trust that neither this Province nor Canada will again place themselves in the humiliating situation of petitioning, hat in hand, [illegible] the United States Government for a Reciprocity in trade with us. [illegible] expense of our valuable Fisheries and the free navigation of our Rivers, then we tell you honestly, brother Jonathan, in such a one-sided bargain we will not become parties. These must not be given up, until you can give us an equivalent. Our own Legislators must now take the matter in hand, and *make* a reciprocal trade for us with the United States, by taking up *their* tariff and charging on *their* products the same amount of duty which *they* exact on *ours*. This will be fair, and perfectly reciprocal. The process requires no negociation—no lengthened correspondence of Ambassadors and Consuls—no angry display of national feeling;—it is as simple as A. B. C., and when in the due course of time it shall please the "Sovereign People" to reduce *their* tariff on Colonial products, we shall be quite prepared to follow them in the downward scale of duties.—Let the Colonies be UNITED in this measure, and nothing but a perfect *reciprocity* both of feeling and trade can possibly exist between them and the United States.

Hear the British North American:—

"Now that the Government have determined upon a vigorous and effective Protection of the Fisheries, of British America, the people of these Provinces—Nova Scotia in particular, should not be slow to appreciate this mark of attention to their most important commercial and industrial interest. * *

"We have every confidence in His Excellency Vice Admiral Sir G. F. SEYMOUR—the efficacy of the force under his command, and his prudence not to overstep the bounds circumscribed between the two countries by treaty; but we think that the earnestness and promptitude with which the Home Government has undertaken this work—so long and earnestly *sought in vain* by the Colonies, ought to meet with an EXPRESSION of the united gratitude of the people of British America.

Every town and fishing village should hold public meetings as soon as convenient—and the people *en-masse* sign memorials, thanking Her Majesty for these measures of Protection, and praying for *a continuance* of them. The first move should be made HERE, in the Capital of Nova Scotia.

Let us tell Her Majesty that although the Americans have been permitted to plunder us for many long years, that is no reason why so unnatural a system should continue. Let the merchants move at once—now is the time—now or never."

FISH BOUNTY.

We believe that none of our cotemporaries have contended more strenuously for a Legislative encouragement to be given to our fishermen, than we have. The precarious nature of their employment its usefullness and the danger connected with it, all plead strongly in its favor. On reading the article subjoined, we were struck with the favorable position of fishermen of France, when compared with that of our own. At the present moment that republic only retains on the North American coasts the Petit Rocks, St. Piere, and Miquelon. These are all that remain to France of her former vast possessions! Yet, our readers will perceive from the translated document below, how her fishermen are encouraged to pursue their adventurous avocations, whilst the interests of that portion of our people engaged in a similar calling are utterly neglected.

(TRANSLATION.)

The National Assembly of France has passed a law of the following tenor, relative to the great maritime fisheries. June 24th, 9th, and 22d July, 1852.

Cap. 1st.—COD FISHERY—

From the 1st January, 1852, to the 30th June, 1861, the Bounties granted for the encouragement of the Cod fishery will be fixed as follows:—

1st—*Bounty on Outfit*—

Fifty francs per man of the crew employed at the Fishery, either on the coast of Newfoundland, at St. Peter's and Miquelon, or on the Grand Bank, and possessing a drying place.

Fifty francs per man of the crew employed in the Iceland Fishery, without a drying place.

Thirty francs per man of the crew employed at the Fishery on the Grand Bank of Newfoundland, and without a drying place.

Fifty francs per man of the crew employed at the Dogger Bank Fishery.

2d—*Bounty on the Produce of the Fishery*—

Twenty francs per metric quintal of Dry Codfish, the produce of the French fishery, to be shipped either direct from the Fishing settlements or from the ports of France, for the markets of the French colonies of America and India, or for the settlements on the West coast of Africa, and other transatlantic countries, provided always that the fish be landed at a port where there is a French consul.

Sixteen francs per metric quintal of Dry Codfish, the produce of the French fishery, shipped either direct from the fishing settlements, or from the ports of France, and destined for the countries of Europe, and foreign States on the shores of the Mediterranean, Sardinia, and Algeria being except ted.

Sixteen francs per metric quintal of Dry Codfish, the produce of the French Fishery, that may be imported into the French colonies of America and India, and other transatlantic countries, when said fish be exported from the ports of France without having been there landed.

Twelve francs per metric quintal of Dry Codfish, the produce of the French fishery, shipped for Sardinia and Algeria, either direct from the Fishing settlements, or from the ports of France.

Twenty francs per metric quintal of the hard roe codfish, the produce of the French fishery, brought into France by their fishing vessels.

Note.—1 kilogramme is equal to 2lbs. 3¼ oz. 220½ lbs. equal to 1 qtl. metrique (say metric qtl.)

SANDWICH ISLANDS. We have advices from Honolulu to the 15th of May. The news is interesting, so far as the Hawaiians are concerned. The following, from the *Polynesian*, gives some particulars of the massacre of the crew of an American sloop at the Gallipagos Islands, and the destruction of the vessel by the convicts at Chatham Island, which we believe have not been heretofore published here. About the middle of November last, the sloop *Phantom*, Capt. Kendal, of San Francisco; visited that island for a cargo of turtle. A boat was sent ashore with all the crew, except the captain, mate and boy. While thus weakened, a boat with five convicts came off, attacked the vessel, and killed the mate; on observing which, the captain jumped overboard, but was pursued and killed in the water. The pirates then returned to the vessel killed the boy, and plundered the vessel. Money to the amount of $7,000 or $8,000 was supposed to have been on board. After robbing the vessel of all they wanted, she was scuttled and sunk. The party on shore were all killed by the convicts, who quarrelled among themselves, and killed one of their number. Capt. Heath saw on shore a chronometer, the miniature and clothes of Capt. Kendal, and was informed by the English capt. of a Spanish brig that two of the perpetrators of the massacre had been apprehended, and that the other two were still at large in the mountains. Murders are of frequent occurrence on all the islands of the Gallipagos group among the convicts. Capt. Heath warns all vessels touching at the Gallipagos to be on their guard, as it is altogether unsafe to trust the desperadoes who are imprisoned there. He strongly surmises that the petty governors who have charge of the prisoners are implicated in acts of piracy, and he himself came near falling into a trap set for his destruction, and for the capture of his vessel. He only escaped by receiving warning from the captain of the Spanish brig.

☞ A Bazaar at Fredericton, will come off on the 26th instant, the proceeds arising from which are to be applied in aid of restoring the Methodist Chapel, which was burnt down at Fredericton some time since. Every thing is being done which can be done to render the affair attractive and agreeable.

☞ Potatoes, although abundant, retain the high price of five shillings per bushel.

THE U. S. STEAMER MISSISSIPPI.—This vessel arrived here on Saturday afternoon from Eastport. On Monday morning the usual salute was fired from the Mississippi, and returned by one of the lower cove batteries; afterwards Commander Perry landed at Reed's point, where he was received by a guard of honor from the 72d regiment. On Tuesday he proceeded to Fredericton, when a similar mark of respect was paid to him on his arrival in [illegible] at the Mess of the 72d, where he was met by a select party. At Fredericton the gallant Commodore would very likely be afforded an opportunity of seeing the two Anglo-Yankee steam boats; and here we may remark, that these vessels became British property, without the payment of a farthing of duty—the authorities presuming no doubt, that this mode of encouraging foreign industry would certainly be the means of stimulating our own, recollecting the adage of the great moralist:—"Jealousy creates rivalry." We fear however, that this generosity on our part, will remain on record a long time before a parallel instance presents itself in the history of Yankeedom.

Yesterday, his Honor the Administrator of the Government, dined on board of the Mississippi, as guest of Commodore Perry. In the evening the Commodore and his Officers attended a Ball given to them by our fellow citizens, at the St. John Hotel, at which the Administrator and several of the principal officers of the government were present. The music was supplied by the magnificent band of the 72d Regiment.

We are much gratified at the fact of Commodore Perry and his brother officers being received here with kindness and courtesy. It will assure them, that the fulminations of the incendiary prints of N. York against our government, and its motives in enforcing their acknowledged rights, merit the like contempt here, that we feel convince I they realize from every respectable citizen of the United States.

The Mississippi, we learn, is about 1700 tons measurement—is propelled by two side-lever engines, each having a cylinder 75 inches diameter and 8 feet stroke.—Her armament consists of two 10-and-a-half inch Paixhan guns, and eight 8-inch do. broadside guns; besides several brass pieces for boat and field service.

The Mississippi left our harbor this morning for Halifax.

THE LIQUOR LAW.—An opposition paper suggests that the Secretary of the Province should announce "semi-officially" something or other about the operation of this Act, "and not keep people in the dark." If people will suffer themselves to remain in the dark, for the sake of having a fling at the Government, they are welcome to do so. The act is published, and the only suspending clause which it contains is the one suspending its operation until the first of June next. We laid before our readers an abstract of the law some time ago. The Provincial Secretary has no more to do with the matter, than the man in the moon. "He who runs may read," if he will only refer to the pamphlet published at the Royal Gazette Office, containing the Acts of 1852, and in the hands of every Magistrate in the County. Her Majesty has two years, wherein to veto this act, and can exercise the same prerogative with respect to any other enactment within a like period. Why and wherefore then, do we require a "semi-official" announcement? What is there to announce?

EUROPEAN AND NORTH AMERICAN RAILWAY.—Messrs. Beattie and Campbell, the Engineers who arrived in this city on Saturday last from England via Halifax, have commenced their scientific operations on that portion of the line which runs between this place and Shediac. After a reconnoissance of the route as far as Hampton Ferry, we are informed that these gentlemen expressed themselves highly satisfied with the facilities which presented themselves in this section. The remainder of the line is, as Mr. Wilkinson's report informs us, equally favourable.

ROCK ROSE.—This article will be found advertised in another column. Judging from the large number of testimonials in favour of its virtues, which have already presented themselves, it is but reasonable to believe that it will be found exceedingly beneficial for the variety of complaints for which it is so well recommended.

The following Acts, passed at the last sitting of the Legislature, having been referred to Her Majesty's Government, are left to their operation:—

No. 2140. An Act to make provisions for the construction of a Great Trunk Line of Railway from Halifax to Quebec.

No. 2141. An Act for raising, by way of Loan funds for the construction of a Great Trunk Line of Railway from Halifax to Quebec

No. 2145. An Act relating to the escheated property of Munson Gould Pickett.

No. 2147. An Act to settle and secure the title to certain Lands in the County of Kent.

The two undermentioned Acts, have also been specially confirmed:—

No. 2143. An Act for establishing a Tender in all payments to be made in this Province, and for consolidating and amending the laws relating to the currency therein.

No. 2148. An Act in addition to an Act authorizing the granting of a Tract of Land as a Mill Reserve to the Honorable John Robertson.

ARRIVAL OF THE LIEUT. GOV. OF N. SCOTIA.—Sir John Gaspard Le Marchant, the newly appointed Lieutenant Governor, has arrived at Halifax. His Excellency took the oaths of office on the 5th instant, and on that day assumed the government of the sister Province.

Four Days latter from England!

The steamship *Pacific* arrived at New York, on Sunday morning, with 107 passengers.

The Africa arrived at Liverpool on the 25th ult. Kossuth, who was a passenger in her, left the same evening for London.

Cotton had advanced 1-8d. per lb. Sales of the three days, 42,000 bales, of which 12,000 were on speculation and 5000 for export.

TRADE AT MANCHESTER.—The animation in the Liverpool markets is also perceptible in Manchester, but spinners evince no disposition to accept late rates which had limited business. Trade, however, wears a healthy aspect. Yarns in demand at advancing rates.

The British Parliamentary elections are over, with the exception of five seats yet to be returned. The *London Times* gives an estimate of the new House, which, among the conflicting accounts, is probably the nearest approaching accuracy of any. It seems the number of seats secured are 626, of which 325 are Ministerial, and 301 Opposition.—The Ministerial papers, however, claim a majority of 40 to 50, which they aver is amply sufficient to carry on the business of Government.

There have been desperate election riots in the South and West of Ireland. At Six Mile Bridge, near Limerick, the mob attacked a company of soldiers, who were escorting voters, when the soldiers becoming irritated, fired a volley in to the crowd, killing 8, and seriously injuring several others. The soldiers fired in self defence, and it is said, without orders. The affair has excited much feeling in the community.

On Saturday last, the submarine telegraph was laid successfully beneath the channel between Donaghadee and port Patrick, Scotland, but it is not yet opened to the public.

It is again rumored that changes are about to be made in the Cabinet, by the appointment of Lord Malmesbury as Ambassador to Paris, Lord Cowley going to the East, and the Portfolio of Foreign Affairs to be bestowed on Lord Stratford, better known as Sir Stratford Canning.

The American built yacht Truant, belonging to Mr. Grinnell, came in from the Liverpool yacht race on Saturday, and gained her owner a piece of plate.

Numerous frauds by Australian emigration companies have been exposed in London within the past few days.

The Two large screw steamers building at Dumbarton, for the Messrs. Burns, and intended to run between Glasgow and New York, are to be called the "Alps" and the "Andes."

FRANCE.

The French papers are full of the ceremonies which attended the President's return from Strasburg. Similar preparations are making to receive him on his journey South, in September.

Some political arrests were made in Strasburg, during the President's visit.

The approaching marriage of the President, is now spoken of as fixed fact. The lady is not the princess Devuas, but another Princess, granddaughter of Eugene Beauharnais. She is a Protestant, but will make profession of the Roman Catholic faith, prior to her union.

Another batch of the ingot of gold lottery emigrants, sailed from Havre on Saturday, in the ship Magellan, for California.

[illegible] ravages occasioned by the recent storms. In the Aisne, particularly, great damage was done.

SPAIN.

It is stated that Count Lavrado, the Spanish minister in London is to be sent on a mission to Don Miguel to negociate for a renunciation of the claims of the latter to the crown of Portugal.

A French gentleman named Barber, who proposes to establish a line of steamers between Nantes and a port of the United States, calling at Lisbon, has petitioned the Government to exempt his ships from maritime dues. The petition is under consideration.

An eruption of the volcano at I thu du Fogo, Cape de Verde Islands, occurred lately—date not specified.

CENTRAL AND WESTERN EUROPE.

The Zolverein Congress has adjourned to the 10th of August, on which day Prussia insists on having a final answer whether the other States will abide by the Prussian commercial regulations, or go over to Austria.

The *National Zeitung* of Berlin, has a leader on the late commercial treaty between Switzerland and the United States. It says that the unjust protocol of London respecting Neufchatel has hastened the day when the United States shall begin to interfere in European politics.

Several Poles were lately arrested in the duchy of Posen, on the charge of Conspiracy against the Emperor Nicholas.

Mr. Barnard, at Berlin, has succeeded in procuring the release of some Prussians who had been naturalised in the United States, but were arrested on their return to Prussia, on a charge of evading the requirements of the military conscription.

The finances of Austria show a deficiency of 55,000,000 of florins.

In the Cantons of Argovia, Thurgovia, Lucerne, Baste, and Vaud, considerable damage has recently been done to the crops by storms.

The *Turin Gazette* contradicts as absurd the rumor that the Island of Sardinia is to be sold to England.

The Tuscan ministry have been compelled to resign, in consequence of not having pursued a course sufficiently subservient to the Court of Rome.

A difficulty has arisen betwen M. Amizzi, the Papal Governor of Ancovia, and Mr. Moore, the British Consul there, respecting the landing of a passengers, without a vise, or his pastport.

Christaphore, the insane monk, who has been stirring up insurrection in Greece has been arrested.

The £30,000 demanded by the British Charge at Constantinople, for outrages committed on a party of passengers from a steamer, will be paid by the Turkish government, but, in the meantime, the matter is complicated by two Ionians under British protection, having been bastinaded. The Consul has demanded compensation for that also.

THERE are many people who seem to have no higher capability than that of doing mischief. Foremost amongst them are a class of objectors (both male and female), to what they delight to call "abusive or violent language," employed occasionally, and, we would add, seasonably, by persons whom providential circumstances bring into contact with the masterpiece of Satan—Popery.

The language of prophets and apostles, nay, of Christ himself, is by them practically condemned; and they make it a point to omit from consideration, all portions of Holy Writ which justify—nay, which render imperative, plain and bold speaking, as to the dangerous and destructive errors into which men, at the instigation of the devil, fall.

In former days we were occasionally honoured with *letters* from this class of objectors, and many of them were written in more abusive language towards ourselves, than that of which they complained in our columns. Thus we were charged with a want of Christian feeling, with displaying rancour and animosity to those whose errors we exposed, and so forth.

Of late, however, it is very rarely that an objector of this stamp starts forward bristling with anathemas; and we beg to inform all such that they may spare themselves the trouble of favouring us with their enlightened views on this subject. Their dissent from our mode of lighting the battle does not disturb our equanimity; and while we would be always thankful for the advice of real friends, and would carefully consider their suggestions and adopt them, so far as they may be found reasonable, we hold as utterly valueless the cavils of the superficial busybodies to whom we allude.

We are aware, moreover, that much of the zeal and energy of the clergy is lessened, owing to the alarm occasioned to some of their timid friends, by the utterance of a strong phrase, or the performance of Christian duty in the face of difficulty. The clergy should not mind the cant of these persons, but speak and act as men capable of judging for themselves.

If there be one evil greater than another in our day, it is Protestant apathy. How is this to be met? Is it by honied phrases, and by the timorous discharge of duty; or is it not rather by being in earnest, and acting as if we are so?

"If the trumpet give an uncertain sound, who will prepare himself for the battle?" and if the advocates of Protestantism fail to blow such a thrilling blast as will awaken the nation, will not the result be, that we will fall into the enemy's hand?

We say, then, to the Protestants generally, stand by those who are fighting your battles. Encourage them both by word and letter; let not their spirits be allowed to sink, in consequence of the reproaches of time-serving "friends," but pray for them, sustain them, defend them; and by so doing you will be perpetuating your own privileges, civil and religious, and preparing the way for Ireland to take her place amongst the nations of the earth.—*Dublin Church Sentinel.*

SUPPLY OF LABOUR AT AUSTRALIA.—The Earl of Derby received, on Wednesday, at his official residence, Downing-street, the deputation appointed by the manufacturers of the West Riding to urge upon the Government the necessity of immediately sending out an adequate supply of labourers to Australia. Mr. Foster read some important communications, in which it was stated that shepherds were deserting in every direction that one person who had 20,000 sheep had only a man and his wife to attend to them; another, with, 8,000, had only one man.—Lord Derby could assure them the desire of the government was to deal with it so as to apply the best remedy in their power. The present state of things in Australia was not only remarkable, but extremely embarrassing. The immense gold region, covering a space of 700 miles, was daily rendering greater productiveness; and therefore, he felt that the temptation which withdrew labour from sheep farming would most likely have its influence on those who might be sent out. His lordship then read some few extracts from Governor Thorp's last despatch, in which his excellency stated that the colonists preferred large numbers of emigrants to be sent out gradually to having them all at once. The government had £170,000 at their disposal for this purpose, which they intended in sending out eight ships monthly for the next seven months. Assuming that each vessel would take 300, this would be 2,400 a month or 4,800 in time for the next chipping. It would be impossible to get shipping to carry the numbers which had been mentioned. The return freights would be small, and would not pay—even lately, an advance of 20 per cent, had taken place in freights to Australia. We must endeavour to send out an adequate supply of women. It will not do (remarked his lordship) to allow the sexes to go unmatched.

CONSUMPTION OF PAPER AND GAS IN ENGLAND.—The London Correspondent of the National Intelligencer says that a late Parliamentary return shows a wonderful increase in the consumption of paper during the last fifty years. In 1800 the quantity which paid duty was 81,336,537 pounds, in 1850 it was 132,152,659 pounds showing a fourfold increase. The use of gas is wonderfully extended throughout the United Kingdom; no fewer than 833 cities and towns are supplied with it. The capital invested in gasworks is upwards of £15,000,000 and the annually manufactured exceeds 12,600,000,000 cubic feet.

COMMUNICATION.

Mr. Editor,—Now that there is every prospect of a long line of Railway being commenced in this Province, and which for many years will be the means of furnishing employment to a great number of Mechanics and labourers, who are to be paid by money, to be raised by the inhabitants of this country, it is earnestly to be desired that [illegible] for this employment [illegible] If persons belonging to the United States are to become contractors for large portions of the contemplated undertaking, the case of the Messrs. Myers and the St. Andrews and Quebec Railway has already intimated to us what is certain to be the result. These contractors established a store in the vicinity of St. Andrews, and as they were not very particular in paying the Provincial duties on their imported goods—a suit against them in the Supreme Court for breach of the Revenue laws, amply proved this fact—the result was, that they undersold the fair traders and monopolized a large amount of custom, which they had hitherto enjoyed. Shopkeepers were seriously injured in Saint Andrews by this course of procedure on the part of the Messrs. M. and the construction of the railway, instead of proving an advantage, became actually detrimental to the town, from the inhabitants of which the enterprise first emanated.

English Contractors never take up the occupation of Shop Keeping, even under the pretence of supplying the men employed by them, who instead of being compensated in *truck*, are paid every Saturday night, and of course are at perfect liberty, as they should be, to spend their money where and how they like. It is certain to be the case too Mr. Editor, that old country contractors, will give to us British Colonists a preference in employment because they know that we have thoughts and feelings in unison with their own, and that we, as well as they, are born under the same "glorious old flag," the honor of which your paper so strenuously upholds.

Yankee contractors, employ their own people, as far as they can, and they even bring with them their own soap, with which some of their men are known to do their washing of a Saturday night; whilst the British, either from *home* or *colonial*, like to live like men, and employ women to do womens' work, and they also spend their earnings in the country whence they derive them, whilst the yankees drain the land, as they carry back with them almost every shilling they receive here and spend their receipts in their native country.

A MECHANIC.

(GOVERNMENT NOTICE.)

(Copy) *British Consulate, St. Michaels, June* 19, 1852.

SIR,—I beg leave to acquaint Your Excellency that some of the particulars reported in my letter of the 4th inst., relative to a wreck brought into this port, were incorrectly taken by the authorities.

The vessel having been discharged, and cleared of the seaweed and barnacles with which she was covered, it appears that her depth is nine feet between the beams and the Kelson; that she is sheathed with white metal, not copper; and that what appeared to be white paint on her stern and bulwarks is the result of her black paint having been rubbed off.

Her cargo consisted of 5416 deal boards, 6 pieces of scantling, 41 barrels of pickled fish, (some having been thrown overboard,) 14,700 pine shingles, and 19 grinding stones.

I have &c.

(Signed) THOMAS CAREW HUNT.

Sir Edmund W. Head, Bt., Lt. Gov. N. B.

☞ We do not undertake to state officially the result of Commodore Perry's Mission to this place; but have every reason to believe he has already informed his Government that there are no just grounds of complaint against the British authorities in the recent enforcement of the fishery treaty.

☞ The brig *Australia* sailed yesterday morning with about 80 passengers, for Australia. She wore the arms of the "mystic tie" at the fore, the capt. and about dozen of the owners, who are passengers, being members of the order.

☞ The great Rowing match between the Indian Town crew and the New-Yorkers, comes off at New York on the 7th October. Wrong! It should have been rowed in Portland Harbour, each crew finding their own expenses. However, since they are determined to go we have every confidence in the Belts! and hope there will be no divisions among them.

☞ SEIZURES.—The fishing schr. Florida, of Gloucester, Mass., was carried into Charlottetown, Prince Edward Island, on the 5th inst., and the schr Lion, of Brooklyn, has also been seized and taken into the same port, for violation of the Fishery Convention.

☞ We are indebted to Capt. Belyea, Mr. True, and Favor's Express, for late American papers.

MYSTERIOUS OCCURRENCE!—A correspondent at Sheet Harbor writing under date July 5, says that James Cameron, fisherman, of Pope's Harbor recently picked up the body of a woman at sea. The remains were decently interred on shore. From appearances the woman has been murdered, probably by a blow over the forehead. She had nothing on but her nightdress, *i.e.* a flannel petticoat and a cotton ditto flowered at the bottom. She was barefoted and bare legged, but very decent, and had not apparently been more than twenty four hours in the water. She has long black hair, and is not a native of our shore. I think you had better advertise her through the newspapers. It is clear there is something wrong. She is not known anywhere about our shores. I think she has been ill used by some ruffian, and thrown overboard.—*Chronicle.*

☞ The American Board have recently opened mission upon the Micronesian island, near the equator, 3,3000 miles southwest of the Sandwich Island, where the gospel has never been preached. The inhabitants are said to be mild, amiable, and unwarlike, who give a higher rank to their women than any other heathen nation. They have no idols, no temples, no sacred day or priests, but pray to and worship the spirits of their ancestors. They have heard from sailors the great change in the Sandwich Islands, and the advantage of it, and have sent for missionaries to come and improve their condition.

DR. WISTAR'S
WISTAR'S BALSAM OF WILD CHERRY
WITH THE WRITTEN SIGNATURE OF
I. BUTTS
ON THE WRAPPER.
THE ORIGINAL AND ONLY GENUINE
WISTAR'S BALSAM OF WILD CHERRY,

was introduced in the year 1838, and has been well tested in all the complaints for which it is recommended. For ten years, it has proved more efficacious as a remedy for Coughs, Influenza, Bronchitis, Asthma, and Consumption, in it incipient stages, than any other medicine.

Various conjectures and surmises have arisen respecting its composition; some physicans have supposed it to contain iodine, other ignorant pretenders say it must contain mercury, and to some such substance they attribute its singular efficacy. As such opinions are altogether erroneous, and calculated to prejudice many persons against it we

PLEDGE OUR HONOUR

that it contains nothing of this kind, or anything the least injurious; on the contrary, it is composed of the most simple substances, the principal of which are the extracts of tar and wild cherry bark, and the whole secret of its efficacy consists in the mode by which they are prepared.

SETH W. FOWLE, Druggist, No. 138 Washington street, Boston, Mass, is the sole proprietor of the original receipt for the manufacture of the genuine medicine, and supplies both at wholesale and retail, and when agencies can be obtained.

Price—on dollar a bottle, six bottles for 5 dollars.

None genuine unless the signature of I. BUTTS on the wrapper.

For sale by S. L. TILLEY, King street.

Married.

On the 31st ult., by the Rev. R. Wood, Miss Deborah Scovil Wiggins, fifth daughter of Mr. Wiggins, of Waterborough to Mr. James William Cody, of Johnston.

At Trinity Church, Liverpool, N. S., on the 20th ult., by the Rev. E. B. Nichols, A. M., the Rev. D. W. Pickett, A. B., of Kingston, N. B., and Helen, youngest daughter of the late Jos. Boyle, Esquire.

At St. Philip's Church, Liverpool, on the 18th July, Mr. Wm. Henry Leavitt, of this City, to Anne, only daughter of Mr. Philip Crelin, of Liverpool.

Died.

On Monday afternoon, Thomas P., infant son of Mr. Thomas Marter, of this city, aged nine months.

At Carleton, on Tuesday morning last, after a lingering illness, Mr. William Laskey, in the 67th year of his age, a native of this Province.

On the 31st ult., Anna Maria, only daughter of Mr. Reuben Farnham, aged 4 months.

On Friday last, James Frederick, son of Mr. [illegible] Donald, aged 1 year and 5 months.

John Slader, Printer, in the 23d year of his age.

On Tuesday, the 10th inst., after a long and severe illness, Dinah, wife of Mr. Andrew Ruddick, of this city, aged 54 years, leaving a husband and eleven children to mourn their loss.

On Tuesday morning, after a protracted illness, Miss Christiana Armstrong, in the 22nd year of her age, in full hope of a glorious resurrection, deeply regretted by a large circle of relatives and friends.

In Portland, on Wednesday last, Mr. Hugh Campbell, Ship Carpenter, leaving a wife and family to mourn their loss.

At Hampton, King's County, on the 4th inst., Mrs. Sarah M., wife of Mr. Henry Forrester, aged 27 years.

At Sussex Vale, on the 30th ult., Catherine Elizabeth, eldest daughter of Wm. Stone, Esq., aged 15 years.

In Happy Valley, California, June 29th, at the residence of his brother, Mr. John Hayward, formerly of St. John, N. B., aged 38 years.

Marine List.

PORT OF SAINT JOHN.—ARRIVED—

Saturday—Ship Albania, Littlefied, Philadelphia, 10—Lunt & Pickup, coals.

Schr. Hope, Sheridan, Gloucester, 6—master, ballast.

Sunday—Barque Amelia, Cann, Boston, 4—C. McLanchlan, ballast.

Brig Adeline Cann, Cann, Dropheda, 42—C. McLanchlan, do.

Brigt. Laleah, Elder, St. Thomas, 18—J. W. Cudlip, do.

Schr. Hy. Gunn, Alexandria, J. & R. Reed, wheat.

Pearl, McLean, Boston, 6—master, gen. cargo.

Franklin, Mussels, New Haven, 4—E. D. Jewett, & Co., ballast.

Olive Frost, Smith, Boston, 6—G. Eaton, do.

Monday—Ship Crescent City, Ballister, Liverpool, 36—G. Thomas, salt, &c.

Barque British American, Thompson, Boston, 5—Eaton & Ray, ballast.

Brig Coquette, Barnes, Philadelphia, 15—S. Wiggins & Son, do.

Schr. Independence, Emond, Sydney, via Halifax, coals.

Tuesday—Ship Tirrell, Elliot, Boston, 3—R. Rankin & Co., ballast.

Lochinvar, Lufkin, New York, 4—J. W. Cudlip, do.

Batque Mary Ann, Hattrick, Londondery, 38—W. & G. Cavill, passengers.

Brig British Queen, Wise, Antigua, 20—R. Rankin & Co., ballast.

Minerva, Shank, Ayr, 44—master, goods and passengers.

Thursday—Schr. Windsor, Francis, New York, 10—master.

This Day, brig 17th of May, from New York; sch. Lark, from Weymouth; ship Colon, from New York; brig Eliza Goddard, from Sidney, N. S.; Schr. Ori, from Bath, (Maine); steamer Eastern City, from Boston; steamer Maid of Erin, from Portland.

Ship David Cannon, Robertson, New York, 5—W. & R. Wright, ballast.

CLEARED.

Aug. 7th—Ship Mary Ann, Erwin, Penarth Roads, timber and deals; Clara Wheeler, Nelson, Liverpool, deals; Bark John S. DeWolfe, Bradshaw, Liverpool, timber and deals; Brig Australia, Seelye, Australia, passengers; Economy, Dempsey, Cork, deals; Brigt. Harbinger, Hoyt, Philadelphia, Pickets; Orion, Furnas, Boston, alewives; Schr. Mary, O'Mahoney, Boston, clapboards and scrap iron.

9th—Ships Emma Fields, Thompson, Liverpool, deals; Fanny, Kennedy, London, do.

Aug. 10th—Ship Perthshire, Creighton, Cork, timber and deals; Jane, Drake, Penarth Roads, deals; Isabella, Tiernan, Cork, do.

11th—Brigt. Emily, Smith, St. John's N. F., lime and lumber; Rose, Norman, ditto, do; Schr. Merlin, Cole, Boston, grindstones; Franklin, Mussels, Boston, lumber.

PORT OF MAGAGUADAVIC—ARRIVED.—July 5th Flying Cloud, Fisher, Eastport, D. Wetmore; Bark, Elizabeth, Hancock, New York, do. 13th, E. J. Roger, Herbert, do. do. 16th John Hancock, Burgess, do. do. 17th Charles Holmes, Crockett, do. do. 19th [illegible], Anderson, Bath, U. S. H. Ballentine, 25th Flying Cloud, Fisher, Eastport.

SAILED, in July—Jesse, Panson, Yarmouth, N.S. 7th Orwell, Campbell, Queenstown, Ir.; Cumloder Castle, Risk, Liverpool; Queen Victoria, Campbell, London; Onward, Bryson, Liverpool; Fly, Bullerwell, fishing voyage; Utica, Meloney, Boston; Eugenia, Jackman, Dundee; Elizabeth, Hancock, Bristol; Gipsey, Anderson, Bath; John Hancock, Burgess, Liverpool.

GRAMMAR SCHOOL.

THE Duties of this Seminary were resumed on MONDAY last.—Classes have been formed in Latin, Greek, French, Geometry, Algebra, Trigonometry, Geography, History, Composition, &c. Several vacancies have occurred, which, it is desirable, should be filled up.

JAMES PATTERSON,
August 13th, 1852. *Principal.*

Office of St. John Water Company,
4th August, 1852.

A DIVIDEND, at the rate of Six per cent. per annum to the first day of May last, upon the New Stock of the Saint John WATER COMPANY, has this day been declared.

Payable at the Company's Office, on or after the first day of September next.

*By order of the Board of Directors