ENGLAND.

At the Clare Election some deplorable scenes occurred. The military exasperated by the usage of the mob, who hurled stones and other missiles at them, at last fired at their assailants, when sad to relate, six men were shot dead, and as many more badly wounded.

The other day a Glasgow painter took up a newspaper and found an advertisement to the effect that a relative had left him £10,400.

It is expected that the new parliament will meet about the third week in October.

MADEIRA WINE.—Most disastrous accounts are received of the future prospects of Madeira. It seems not improbable that the celebrated wine of Madeira will be a matter of history. A blight of some sort has entirely destroyed the vines themselves.—It appears in the shape of a thick white powder, which entirely covers the clusters of grapes. The inhabitants have memorialized the Portuguese Government to be permitted to cultivate tobacco.

CASUALITIES AMONG THE NEW MEMBERS OF PARLIAMENT.—Mr. Duncroft, the Tory member for Oldham, and Mr. Watson, one of the Whig members for Peterborough, have died, each rather suddenly, since the close of the elections. One of the Tory members for Belfast (Mr Davison) and the Tory member for Carlow (Colonel Bruen), are dangerously ill. The last-named gentleman has been attacked by paralysis.

DEATH OF MR. LENNIE OF EDINBURGH.—On the 20th inst., died at the advanced age of 73, Mr. William Lennie, long an eminent teacher in Edinburgh, and author of the English Grammar and other works which bear his name. His works have long possessed a British reputation, and still keep their deserved place among many distinguished competitors. Mr. Lennie's loss will be deeply felt by a widely extended circle of acquaintance, he will be lamented by many attached friends, and missed by not a few who were the recipients of his ample and unostentatious bounty.—*Edinburgh Witness.*

A correspondent of the *Times* says, that a quantity of mixed metal is about to be sent from Birmingham to Australia, made to imitate the gold found there. Government, of course, will prevent such fraudulent conduct.

THE DOGS OF CONSTANTINOPLE.—The number of dogs in Constantinople was so great a short time ago, that 3000 were conveyed to an isle of the Bosphorus, with provision sufficient to last three days. On the fourth day the Imaums ascended the minarets, and exhorted them to patience and resignation.

DEATH OF "JOHN DOE AND RICHARD ROE."—On the 24th of October next, these celebrated characters will legally cease to exist. By an act passed in the late session (15 and 16 Victoria, capt. 76), is enacted that, "instead of the present proceeding by ejectment, a writ shall be issued, directed to the person in possession of the property claimed, which property shall be described in the writ with reasonable certainty."

THREAT TO SWALLOW A STEAM BOILER.—Twenty-seven years ago a committee of the House of Commons was appointed to examine into the state of steam navigation. Lord Stanley was chairman of that committee, and on Mr. Robert Stephenson the eminent engineer, speaking of the probability of steamships crossing the Atlantic, Lord Stanley rose from his seat and exclaimed, "Good heavens! what do you say? If steamships cross the Atlantic, I will eat the boiler of the first boat!"

REMARKABLE ILLUSION.—A curious atmospheric phenomenon was visible in Dublin on Monday evening week. The sun was shining brilliantly, when a large ship, about the size of a seventy-four-gun vessel, in full sail was seen suspended at a considerable height in the air, and moving at a very rapid pace from S. S. W. to N. N. E. It passed directly over the spire of St. George's Church.

In the Bank of England no fewer than sixty folio volumes or ledgers are daily filled with writing in keeping the accounts. To produce these sixty volumes, the paper having been manufactured elsewhere, eight men, three steam presses, and two hand-presses are continually kept going within the bank.

Judge Torrens paired off with his butcher, for the City of Dublin election.

AUSTRALIA.

Advices from Port Philip, direct, to 22d April, have been received, from which it appears that the production of Gold was steadily increasing, and is now estimated at £100,000 stg. per week, or £5,000,000 per annum. The revenue of the colony had increased £35,592 on the last quarter. By two vessels at London, 5000 bales of wool had arrived from Australia.

RUSSIA.—Letters from Posen state, that eighteen hundred had died of Cholera out of a population of 12,000. The fire that broke out lately consumed 80 houses. The greatest distress prevails in the city.

THE 'DIVINE RIGHT OF KINGS' *Versus* THE SOVEREIGNTY OF THE PEOPLE—COMBINATION OF THE NORTHERN POWERS AGAINST LOUIS NAPOLEON—CRITICAL POSITION OF CONTINENTAL AFFAIRS.

The *coup d' etat* of the second December, by which the French President anticipated the termination of his tenure of office, and procured his reinstalment, with dictatorial powers, for ten years, alarmed the despotic governments of Northern Europe, for the safety of the 'divine right' principle, under which they rule and govern, and which was so terribly endangered by the total negation of hereditary sovereignty in France, and the assumption, by the people, of the right of electing their own chief magistrate. It is well known, that immediately subsequent to this successful movement of the Prince President of France, the Powers of Russia, Austria, and Prussia, interchanged notes and opinions on the subject, and commenced negotiations for the establishment of a treaty with each other, for the purpose of securing combined action in reference to the course they should decide upon adopting towards France and her government.

The spring and summer months were consumed by the cabinets of St. Petersburg, Vienna and Berlin, in deliberations as to the best mode of checking the ambitious projects of Louis Napoleon, and preventing his assuming the imperial sceptre, either as an elective or hereditary sovereign. These negotiations have terminated in the formation of a secret treaty, dated the 20th of May, 1852, and signed by the Emperor of Austria, and the King of Prussia. This treaty, which like the Holy Alliance, has been blasphemously placed under the invocation of the Trinity, declares that the basis of European order is hereditary right; that in France the house of Bourbon, of which the present head is the Comte de Chambord, personifies that right; and that the power exercised by Louis Napoleon is a power *de facto*, which can make no pretensions whatever to such a right, since the origin of his elevation is the very negative of it.

The subscribing parties then bind themselves, that in case Prince Louis Bonaparte should get himself elected as Emperor for life, they will not recognise him as such, till he should, among other thing, formally renounce all pretensions to the continuation or founding of a dynasty; and that in the event of his declaring himself hereditary Emperor, they will protest against it; and consult as to the ulterior measures which it may be necessary to take. They then hold out the tempting assurance to the legitimist party, that should Napoleon be removed from his position by revolution or death, they will use all the means at their disposal to restore the legitimate heir of the crown, the Comte de Chambord.

UNITED STATES.

ERIE, NEW YORK, Aug. 20.

TERRIBLE STEAMBOAT CASUALTY—250 LIVES LOST.—The steamer Atlantic, at two o'clock this morning, came in collision on the Lake with the propeller Ogdensburgh, and sunk in half an hour. The Atlantic had on board 500 passengers, 250 of whom were lost. The remainder succeeded in getting on board the Ogdensburg with nothing on but their night clothes, and were brought in here this morning. The Ogdensburg was somewhat injured, but lost none of her passengors.

It is believed, that all the crew of the Atlantic were also lost; with the exception of the captain and first mate. A dense fog was prevailing at the time.

SECOND DESPATCH.

ERIE, Aug. 20, noon.

At the time of the collision, a dense fog was prevailing. The passengers were all in bed, and the Atlantic was in charge of the chief mate. Immediately following the collision, the utmost confusion prevailed among the steerage and deck passengers, a very large portion of whom were Norwegian emigrants. Many of them, in their terror, jumped overboard instantly. Captain Petty vainly endeavoured to calm their fears, by assuring them there was no danger, hoping to keep the steamer on its course and reach port in season to save them; but the water gained so fast on the efforts of the crew, that by the time she had proceeded two miles from the spot where the collision took place, she was found to be rapidly sinking.

The fires in the engine room were extinguished by the rising water, and a scene of terrible confusion followed. The emigrants who could not understand a word that was spoken to them, added horror to the scene by their cries and exhibition of frantic terror.

The cabin passengers and all others who could be made to understand the exhortation and orders of the captain and officers, remained comparatively calm and provided themselves with chairs, settees and beds, all of which were patent life-preservers, which buoyed them up in the water and they were thus saved.

Great number of the immigrants jumped overboard in their terror, and thus rushed on to certain death. The fog was a sad hindrance to the efforts made at rescue, but some 250 were picked up by the Propeller and taken to Erie.

Large numbers of them left at once in the steamer Sultana for Cleveland, and others came down in the cars to this city.

From the best information we can gain, we are led to believe, that not less than THREE HUNDRED lives are lost.

DEATH OF EX-PRESIDENT TAYLOR'S WIDOW.—NEW ORLEANS, Aug. 16, 1852.—Mrs. General Taylor, relict of the late President, died at East Pascagoula, on Saturday night.

PROGRESS OF THE CHOLERA.—ROCHESTER, Aug. 16, 1852.—The Board of Health report seventeen cases of cholera and ten deaths, during the forty-eight hours ending a at 4 p. m.

BUFFALO, Aug. 16, 1852.—The weather here is fine. A few scattered cases of cholera have been reported, but the general health of the city is good.

BUFFALO, Aug. 20—10 p. m.

FURTHER PARTICULARS OF THE LATE DISASTER.

Up to this hour, no further names of cabin passengers, either lost or saved, can be ascertained. Nine of the crew, and about 25 of the cabin passengers, are known to be lost.—Capt. Petty, of the Atlantic, while lowering a life-boat, fell a distance of 11 feet into the boat, striking his head, and cutting it badly. He was precipitated into the water, and supposed to be lost; but was picked up after clinging fifteen minutes to floating timber.—He is much injured, and now lies in this city in a precarious state. Mr. Dana, who was lost, was very efficient in saving the lives of passengers, and exhorted them to cling to the life preservers when in the water. When the boat went down, he took a settee and plunged overboard; some 20 or 30 emigrants leaped over on to him, and he went under. The last persons taken from the boat were Mr. Govern, Clerk, and Mr. Buel, 1st Engineer. The steamer was sunk all but her stern, and they, with some Illinois passengers, were clinging to a rope attached to a floating mast, and the wreck being up to their shoulders in water. As soon as the shrieks of the passengers were hushed, the voice of a little boy was heard, and it was then first discovered that a child about 8 years old was also clinging to a rope a short distance off. The little fellow was talking to himself, and said, "Oh! I can't hold on much longer; if papa was here, he would hold me up."

A man from Illinois, a fine powerful fellow, immediately seized a long rope, and caught the boy as he was about to sink. He held him for some time, and then called out to Govern to come to his release, as he was nearly exhausted by the weight. Govern made an attempt to reach him, but in vain.—That moment, the boat of the boat of the propeller, loaded to the water's edge with rescued passengers, passed, and Govern hailed them and entreated them to save the boy. Mr. Blodgett, first mate of the Atlantic, who was on board, jumped out and swam to the rope, took the boy off and returned to the boat with him.—He was thus saved. The little fellow was from Massachusetts, and was with his uncle, who was drowned. His name is not recollected by the clerk.

The next boat from the propeller took off the clerk, first engineer, and the Illinois passengers.

The passengers at Erie held a meeting to-night, and passed resolutions, thanking God for their preservation and safe deliverance, and exculpating the officers of the Atlantic from all blame.

The boat belonged to the Messrs. Ward, owners of the Caspian, lately lost at Cleveland. She was valued at $80,000, and not insured.

THIRTEEN DAYS LATER FROM CALIFORNIA!

The mail steamship Illinois arrived at New York on Saturday afternoon with California mails and treasures. She brings nearly two millions in specie, 340 passengers, and dates from San Francisco to July 14th, and Panama to the 7th August.

The steamship Daniel Webster, from San Juan de Nicaragua, arrived at New Orleans on Friday evening, bringing dates from San Francisco to July 15th.

Crime throughout California was on the increase. A number of fights and murders has taken place in Shasta, Trinity, Calaveras, and El Dorado counties. The citizens had assumed the punishment of the criminals, without awaiting the action of the law.

The reports from the mines are not very favourable, but large yields were anticipated as soon as the rains commenced.

The first overland emigration of the season reached San Francisco on the 3rd July. A party of twenty young men from Ohio made the trip in seventy-two days.

The immigration during the season, it was expected, would be large. The troubles with the Chinese population were not yet settled, and the diggers on Bear River had been driven off by the Indians.

The barley crop in the Sacramento valley had been all harvested. The yield was very heavy, and the grain of a superior quality.

Collisions with the Indians still continue. A party of white men under Major Harvey had attacked a party of Pasquals who were working for Major Savage, and killed 25. Another party of whites, under Lieut. Moore, attacked a band of Indians on the Mercede River, killed six, and took twelve prisoners. The Indian party was charged with having murdered two miners. Lieut. Moore was still encamped on the Mercede, and sent to Benicia for reinforcements.

The steamship S. S. Lewis had arrived at San Francisco, having left San Juan del Sud on the 16th of June. The San Francisco Whig says:—

"The accounts by the passengers from San Juan are of the most heart-rending nature. Many of them have been 63 days in making the passage from New York to San Francisco, and were detained at San Juan three weeks, awaiting the S. S. Lewis. This occurred unfortunately at the opening of the rainy season, and a multitude of human beings were left without shelter or comforts of any kind. The result was a frightful list of deaths, such as has seldom before been our lot to notice. Of the passengers by the Northern Light from New York, thirty-four have died on the way, twenty at San Juan, and fourteen on the passage thence to this port.

A meeting was held at Mariposa on the fourth of July, to take into consideration the propriety of expelling the entire foreign population from the country.

The Sandwich Island papers contain further details of piracy upon American vessels.

TWO DAYS LATER.

The Steamer Northern Light from San Juan (8th,) with 300 passengers and $150,000 in gold dust, arrived at New York on Sunday morning. She reports San Juan healthy and the river in good navigable condition: also that the markets are dull and well supplied, except flour, of which there is none on sale.

The Northern Light brings two days later intelligence from San Francisco, from which we learn that through the intercession of Mr. Dillon, the French consul, amicable relations had been restored between the Americans and foreigners in the district of Mariposa, and all parties had returned and were quietly pursuing their business at the mines.

A rumour prevailed at Sacramento on the 16th, that Georgetown had been destroyed by fire. The report requires confirmation.

FEVER AT MARTINIQUE.—From St. Pierre, Martinique, July, 26, we learn that 45 persons a day were dying of the yellow fever, including some of the most distinguished personages, one of whom was Lieut.-Colonel Castabray, who had seen fifty years of service, and commanded under Napoleon in twenty-eight campaigns. The island has been deluged with rains, attended with considerable damage by landslides, and carrying away of cane and other ground productions.

CANADA.

MEETING OF THE CANADIAN PARLIAMENT.—The following despatch was received at the News Room, St. John, N. B;

"QUEBEC, August 20.

"The Canadian Parliament was opened yesterday. Ex-Solicitor General McDonald is chosen Speaker. To-day, at three P. M. the Governor General made a speech to the two Houses. He stated that tranquillity prevailed. Provincial securities were rising. The census showed a rapid advance of prosperity. The reduced revenue of the Post Office promises to be speedily made up by augmented business to the level of the expenses. Recommends measures for the relief of Montreal, and a uniform currency, based on the decimal principle, for all the British Provinces. Attention to Railways, and measures to render the Bonds of Canadian Municipalities more valuable. The establishment of Steam Navigation from Europe to the St. Lawrence, and extensive emigration. Also reform in representation, in statistical department of feudal tenure, and in public provision for the insane. He lays on the table a despatch setting forth grounds on which the Derby Ministry refuse to introduce into the Imperial Parliament a Bill for giving the control of the Clergy Reserves to the Province."

NAVAL.—U. S. S. *Mississippi*, 10, Capt. MCCLUNY, bearing the Broad Pendant of Commodore PERRY, got up her steam Thursday, and went out of the harbour, proceeding to the Eastward. This fine ship will visit Ch'town, P. E. I., and probably St. John's N. F., prior to returning to New York, perhaps calling at this port on her way home. We are glad to learn that Commodore PERRY and his officers are delighted with the reception they met with in Halifax. H. M. S. *Basilisk*, 6, Com. Hon. F. Egerton, also got up her steam same afternoon, and ran out of the Harbour in splendid style. This beautiful steam sloop has been much and deservedly admired since her arrival in the waters of the old CHEBUCTO. *Basilisk* is bound on a cruise in the Gulf of St. Lawrence, for the protection of the Fisheries in that quarter. H. M. S. *Devastation* Com. Campbell, arrived at Pictou 13th inst., would coal, &c., and leave for Charlottetown on the 18th. Her officers were entertained at a *dejeuner* on the evening of the 17th., by Major Norton; American Consul at that port. *Nelley*, cutter, was recently at St. John, on which occasion Com. Kynastag paid his respects to Commodore PERRY, on board the *Mississippi*.—*Novascotian.*

LATE FROM HAVANA.

The Crescent City, from Havana, arrived at New York on the 19th, with 130 passengers—40 from Havana, and the remainder from New Orleans.

The captain of the Crescent City reports, that when he left Havana very great excitement existed in that city with regard to the alleged movement of revolutionists. Creoles were thrown into prison daily; cells the most loathsome, that have been untenanted for many years, were put in requisition for the confinement of the most refractory of the prisoners. Proclamations and incendiary documents continued to be issued from quarters that baffled all the ingenuity of the police to discover. The most rigorous measures have been adopted on the part of the government, and many innocent parties were made to suffer. Almost every prominent Creole family is under the surveillance of the police.

The yellow fever, cholera, and small pox prevailed to a great extent in the city, and almost every ship in the harbour had some cases of fever. On shore, out of a company of 120 soldiers, 110 had died; and in a chain gang of 109, 100 had died. The Government were sending the troops into the country. The sickness was chiefly outside the walls of the city.

The Havana papers studiously avoided saying anything about the arrests.

The New York Herald says:—'One of our correspondents at Havana has sent us a copy of a letter received by him from Madrid, which states, that arrangements are to be made with the Emperor of Hayti, to land an army of negroes on the Island of Cuba, in the event of revolt.'

HASZARD'S GAZETTE.

TUESDAY, AUGUST 31, 1852.

THE Nova Scotians have been anxiously awaiting the first public declarations of their new Governor, Sir Gaspard Le Marchant; an opportunity having been afforded to him by the Address of the Agricultural Society, his reply has elicited the following remarks from the Editor of the *Acadian Recorder*.

"The first public expression that His Excellency the Lieutenant Governor, has given of his views and wishes, is conveyed in the reply he has made to the address of the Agricultural Society. Although mistrusting his genius and ability, still we are free to admit that he now bids fair to distinguish himself as the most worthy Representative of the Sovereign, and best friend of the people, that has ever governed the country—if he adhere, in good faith, and with inflexible constancy, to the line of policy he has sketched in that reply. We admire its brevity and frankness. There is no mystification or effort to say something very fine, but, meaning in it. Sir Gaspard comes to the point like a man resolved to fulfil his promise, when he assures the Board of Agriculture that the promotion of the agriculture, and the advancement of the manufactures, commerce and fisheries of the Province, shall receive his anxious care and attention. And moreover, he displays sound judgment and kindness of heart in joining in the hope that a spirit of union, harmony, and good feeling may pervade all classes of the people. On his own behalf, he gives the country an assurance that he knows it is his duty to discharge the trust committed to him by his Sovereign with fidelity and impartiality. Unless his instructions from the Colonial Office should be incompatible with the interests of the people, he cannot fail of accomplishing his purpose, provided that he govern with downright impartiality."

Is not the following as equally applicable to Prince Edward Island as to Nova Scotia?

"Our population is too small for division into political parties; it is an abuse of the term to designate the followers of Howe, Liberals, and those of Johnson, Conservatives: they are merely factions, and very small, poor ones. Just as reasonable is it, for a family to divide against itself, as it is for one half the people of Nova Scotia to wage war and defiance against the other. Of late we are rapidly advancing backward—not forward—in material improvement. Have we the most respectable and intelligent men of the Province representing the people in the House of Assembly, or sitting in the Councils? * * * * * *

"One of the merits of Responsible Government is, its champions assert, that it relieves the Governor of the burden and reponsibility of his office altogether, and imposes both on the shoulders of his advisers. Were we a Governor, we are certain the surest way of discharging our duty rightly, would be to put a veto on nine out of every ten appointments, that either originate from, and are recommended by the present advisers of the Governor, or are personally supplicated. There is hardly one man in a hundred, through the length and breadth of the country, that does not consider himself to have claims to a public office, in return for services rendered in the election of members of the House of Assembly and supporters of the Executive."

"Sir Gaspard has a difficult course to steer, if he is sincerely desirous "to discharge the duty committed to him with fidelity and impartiality." To promote agriculture, to foster and encourage the internal resources, and advance the manufactures, commerce and fishery of the Province, good mangement and economy in the expenditure of the public grants to such objects are indispensible in the first place. But there is hardly a person in the country employed in expending public money, or feeding at the public crib, who has obtained a license to do so from the Government in consideration of any other merit he possesses than his activity as a canvasser, or the influence of his connexions, in electioneering. We learn from a reliable source that in Cape Breton such shameful abuses of the Road appropriation are practised as the laying out of ten pounds on half a mile of road by two Commissioners."

We cordially agree with the writer, in its being the duty of the Governor of a Colony to maintain the strictest impartiality—The instant that he sides with a faction, the beneficial perional influence, that he might otherwise exert over the leading men of both denominations, mitigating the fierceness of party wrath, to the great advantage of the country over which he is placed is totally lost, his dignity compromised, and in the event of a change of Government, he is associated with men who add to personal dislike, it may be contempt for his understanding and doubt of his integrity.

"Let Sir Gaspard apply himself to the reform of such grievances as this, and he will deserve the gratitude and thanks of the country, to an infinitely greater degree than by keeping peace with his advisers, and allowing to think and act for him. * * * * * If Sir Gaspard show any favor to one party more than the other, he will run the danger of provoking the people to side with the slighted. His position is truly critical, for he cannot safely dismiss the incapable men surrounding him, or take any step that may impel them to resign, although the country has gone to ruin since the Governor has been placed in the situation of "the King at a tournament.""

THE ALBATROSS.

TO THE EDITOR OF HASZARD'S GAZETTE.

SIR;

Will you do me the favour to correct through the medium of your valuable journal, an error into which the person who edits the *Royal Gazette* appears to have fallen, when he asserts that I have sustained a 'heavy loss' through the few experimental trips of the *Albatross*.

As the expenses of the *Albatross* did not exceed $3000, per month, and as I have run her on this route for not quite two months, at a cost of about $6000, and as during that period the greater portion of the above has been received in freight and passage money, you will permit me to convey to the *well-informed* source from whence I received the intimation of my 'heavy loss,' that in future it might be as well, before giving currency to an erroneous report, to apply for correct information to those who know their own business far better than gossips, who make it a favourite pastime, attending to the business of others, which in nowise concerns them.

This is a maxim which my 'first enterprise in America' has proven the correctness of, and which I would recommend for frequent re-perusal to the person who compiles the *Royal Gazette*.

I am, Sir,
Your faithful Servant,
B. W. A. SLEIGH.

Charlottetown, Aug. 30, 1852.

TO THE HON. GEORGE COLES,

SIR;

If, as I showed you in my last, the revenue of the Island increased in a proportion that does not fall to the lot of every country, and could not but reflect credit on the administrators of its government, not less visible and beneficial was the expenditure of that revenue—witness the good and efficient roads carried to every part of the Island where there was need of them. Compare the maps just published by Messrs. Wright & Cundall, with those of Laurie & Whittle, or the smaller, but one more frequently in use got up by the late Mr. John Gates. In this respect little was left for you to do, but improve upon the system, which however, you were in no haste to do. On the contrary, confessedly bad as was the old practice, your's is infinitely worse. The old administration were fully aware, that the having a number of Commissioners totally independent of each other, acting without concert and responsible to no one, was calculated to retard the improvements of transit and to keep the roads and bridges in their former state, and endeavoured to amend the system, but were frustrated in their endeavours by you and your party; this too at a time when all countries are endeavouring to facilitate the intercourse between places by every means within their reach. You instead of concentrating the power of the Commissioners, and thereby giving to a smaller number greater vigour and efficacy, have increased the number—already too great—and have thereby considerably lessened their utility, and already injured roads that were good without making any improvement in those that were bad, and for what? that, by an increased patronage, you may command a greater number of votes at a future election. In this you will probably be deceived, and forced to acknowledge in the words of a statesman who understood human nature better than you seem to do. 'For every place,' said he 'I give way, I make one discontented or ungrateful man and a hundred enemies.'

In the Education of youth, the Obstructives (as you term them,) had not been idle, nor would you have been enabled to have given to the Island your system of free education, had not their labours—which have been, all things considered, tolerably successful—preceded yours. By the way, what has become of this said Bill, this popularity-catching scheme that you so prided yourself upon? Has it been burked at the Council office, or was it sent home wrapped up in a wet blanket so that no hopes are entertained of its living to come back, or has it never been sent home at all? For it is said, so many are the errors, inaccuracies and manifold imperfections in it, that ye yourselves are ashamed of it. Or have you found out, that so far from being popular, it is just the very reverse? We shall learn by the next session, I suppose, not sooner. In the administration of justice, I confess that little or no improvement was made under the old regime; neither do I expect that any will take place under yours, and for pretty much the same reason. The lamentable ignorance, the continually increasing ignorance, in which the popular branch of the Legislature is immersed, and which under your auspices is likely to render the Upper house equally contemptible.

It is in vain to look for any emendation under such circumstances. You have increased the jurisdiction of the Courts of Commissioners for small debts, and that of Justices of the Peace; and why? because it enables you to create at will those pests of society, *Trading Justices*; men who are anxious for the office for the sake of the fees, the shilling & eighteeenpences that they may from time to time pick up. Petifogging Attorneys are among the curses of civilized society, and a great curse they are; but nothing equal to ignorant, unprincipled, mercenary Justices of the Peace. The former are under the controul & jurisdiction of an intelligent Court, and may be kept and restrained within due bounds by the strong arm of the law; they may by the same authority be punished and that effectually and summarily; but what remedy is there for the injuries daily committed by ignorant magistrates; the constant reply to all their ill-doings is, 'Error in judgment' and such is the state of the law, that it is in ninety-nine cases out of an hundred, much more advisable to submit at once to injustice, than to remove the case into the Supreme Court. It is the poor who suffer most when complaints are made before men of this stamp, with which the great majority of country justices are marked, instead of soothing down the angry passions and endeavouring to keep peace and harmony and good humour within the scope of their jurisdiction, instead of sending for the opposite party and trying reconciliatory measures, they, scarcely without exception, hear the cause *ex parte*, issue their warrants and give judgments in a manner, that if it were not for the lamentable consequences that follow, affords food for interminable mirth and laughter. Of this however, hereafter. I have for the present only been anxious to show the true state of the country, prior to your and your associates taking office, and it appears to have been such, that considering the system under which men had been working, the only wonder is, that they were enabled to achieve so much as they did, and the only conclusion that can be fairly deduced is, that they were entitled to praise, rather than blame, reward than punishment.

In my next, I will endeavour to point out the errors of the system, and inquire whether they have as yet been amended.

In the mean time,
I am your obedient servant,
PROPOSITI TENAX.

IT is the intention of the Sons of Temperance, we understand, to hire the Steamer Rose, for a public Pleasure Excursion, accompanied with music, up the River, on Friday next, at 2 o'clock, P. M. The proceeds are to be applied to the liquidation of the expences, the Sons have incurred in the formation of their Brass Band. When it is considered that this is the only regularly constituted Band that we possess, and that its services have never been withheld on every proper occasion, and often given gratuitously, we trust they will be successful, and that their appeal to the sympathy of a generous public, will not be in vain.

Launched.

From the shipyard of Mr. Thomas Seage, Cascumpec, on Thursday, the 19th instant, for James Yeo, Esq., a superior copper-fastened, juniper-built Ship, to class six years, named the *Lady Seymour*, 1000 tons. Will sail for Bristol on or about the 30th September. For Freight or Passage, apply to James Yeo, Esq., Port Hill.

On the 25th inst., from the Shipyard of Captain McMillan & Brothers, Wheatly River, a very superior built Brig of 224 tons, old measurement, called the *Scotia*, for model and workmanship this vessel is considered by competent judges to be one of the best ever built on the Island.

The American Schooner *Golden Rule*, Bartlett, master, from Gloucester, United States, captured a few days since by the Cutter *Telegraph*, and brought into this port, has, we are pleased to learn, been released through the clemency of Vice Admiral Sir George Seymour. We understand, that on the arrival of the Admiral at this port, the American Captain waited on His Excellency and expressed his contrition for his conduct, and stated *his all* was vested in the vessel. Seeing something like forgiveness in the countenance of the venerable veteran, he came on shore and engaged the professional services of John Longworth, Esq., to draw up a memorial to Sir George Seymour, which was soon after presented him. On the following day, a note was received from Sir Alexander Bannerman,—with whom the Admiral had conferred—to Lieutenant Chetwynd, the officer in charge of the prize, to release her. Fortunately for Jonathan, his vessel had not been handed over to the Court of Vice Amiralty on the arrival of the Admiral here.—*Isl.*

H. M. Sloop *Basilisk*, Hon. Capt. EGERTON, returned to this port on Saturday last, from a cruize round the western shores of the Island—having previously landed His Excellency Vice Admiral Sir G. F. SEYMOUR at Pictou—and having delivered Despatches to His Excellency the Lieut. Governor, proceeded immediately to sea.

SECRETARY'S OFFICE, Aug. 30, 1852.

His Excellency the Lieutenant Governor has been pleased to appoint John Macgowan, Esq., a Notary Public for this Island.

Passengers.

In the Steamer *Rose* from Pictou, on Wednesday 26th instant, Mr. Fraser and Lady, Richard Faught, Miss Rankin, Mr. James Allan, Mrs. Narraway, 2 children, & servant—7 in the steerage.

In the Steamer from Pictou, on Friday morning last—W. E. Cooke, M. D.; Messrs. John Haszard, Charles MacLeod, C. T. Lockhart, W. C. Green, T. Lippincote, J. B. Edwards; Miss Mackenzie.

SECRETARY'S OFFICE, Aug. 30, 1852.

TENDERS will be received at this Office, until Saturday the 11th day of September next, for completing the Protection Block at Minchin's Point. Specification to be seen at this Office.

JAMES WARBURTON, Colonial Secretary.