concession to England, since the United States had usually considered, that those vast inlets or recesses of the ocean ought to be open to American fishermen as freely as the sea itself, to within three marine miles of the shore.'

Mr. Webster thus admits the concession was made. What concession? Why, the concession spoken of in the preceding paragraph, 'that England had a right to draw a line from headland to headland, and to capture all American fishermen who may follow their pursuits inside of that line.' This is the concession Mr. Webster admits was made, but excuses this government from being bound by it. Why? Because it was an oversight on their part.

If Mr. Webster was a merchant, and was known to have adopted such a principle in the construction of his private and personal contracts, what would his paper sell for on the street, or how would foreign merchants, knowing this, look upon his correspondence? But, melancholy to think of, individual and national integrity are differently regarded by too many.

But what protest have we, on the part of the American government against the assumption of such a construction of that treaty (1818) by Great Britain?

Mr. Everett's negotiations are a sorry instance; they are but a bargain for their relinquishment, admitting not only their assumption, but their legality. Mr. Webster's manifesto only makes the matter worse.

But it is contended, that Great Britain has lost the right to enforce such a construction of the treaty, from her previous negligence and admission of American fisherman to the waters in dispute.

This argument is incapable of logical support. Because you may allow a man a temporary privilege, have you thus divested yourself of all controul over said privileges? In certain cases within the jurisdiction of the same country, a party may acquire an adverse right against another, who may have been originally the only lawful possessor. But such cases are settled by prescribed law, regulating the number of years, and every body knows it, and guards himself accordingly.

Where is the international law regulating this matter! We confess ignorance of its existence; but then we may, undoubtedly, be in error, and this seems to be the only reasonable point of dispute. If any such law can be established, and this case can be brought within it, then let the matter be so decided, and negotiations to that effect be commenced forthwith.

But as to the third objection—the presence of a British force upon their own waters for the protection of their own interests—as a *casus belli*. The writer is no partizan of British authority or arrogance. He is not even an Englishmen, strictly so called, but a colonist—a Nova Scotian—born within the jurisdiction of those 'petty colonial tribunals' of which Mr. Webster speaks most contemptuously, in his Marshfield oration. Nor does even the fact of the writer's nativity, having been so placed, warp his better judgment or reason on this point. Men are undoubtedly apt to be influenced by association and interest. Personal individual interest in favour of the British claim, the writer has none. His associations are pretty nearly equally divided between the United States and the British provinces.

There may be a want of courtesy about this matter, but is that a sufficient reason to plunge two of the world's most free and powerful nations into a fierce and deadly war? We do not dream of any such issue; but should it happen, what shadow of justification could they have, who are now contributing by all the means in their power to excite and stimulate the latent—and we hope the issue will prove them—the long-buried animosities between Great Britain and the United States.

This view of the question must be dismissed. Now what are those rights and merits of the present question which it was boldly asserted at the outset, have never been adverted to or discussed?

They are the rights of the British American fishermen. The Colonist has no particular regard for Imperial legislation. Their whole history proves, that they have only been made the tool of English interests, and should ever war between Great Britain and the United States occur—which may God avert—England would have to invent some other standard than she now shows, to rally and arouse the patriotism and support, for the hitherto loyal colonist, to do battle in her name.

For years and years the poor British colonial fisherman has been deprived and defrauded of his rights.

The same noble-minded Admiral Seymour, who made such prompt reparation for the outrage on the firing into the American Steamer at Greytown, has taken up the cause of the Colonial fishermen.

A more hardy, generous-hearted, industrious and high principled set of men, exist nowhere, than this very class. What they want, what makes them poor, is the absence of a sufficient stimulus and reward for their exertions.

Now we are coming to the point. In thus praising our colonial fishermen, rest assured, we offer no disparagement to the hardy and brave American fishermen,—who leave their homes to brave the perils of the ocean, that their hearth-stones may shine a brighter welcome on their return. They act from natural impulses in prosecuting, as far as they can, the object of their avocation—to take fish. They care for no treaty. Many of them know nothing of it.

Now, the Colonial and American modes of fishing are entirely different. The Americans prosecute the deep-sea fishing, in fast, stanch, sea-worthy vessels, backed by a bounty from their government, and a profitable market for their fish.

The Colonial fisherman lives the year round within sight of the field of his labours. His fishing is from open boats, or by nets, within sight of his dwelling. His net, his little boat, are in many cases, his all, the only means of his support.

His government offers him no bounty on his catch.—He has no market where he can profitably sell. He is the prey of all sorts of traders.

How stands the case?

At evening, along the Colonial fishing grounds, the sea for miles is dotted over with these tiny boats, and hardy fishermen setting their nets.

At night, a fleet of fast-sailing foreign fishermen brush over the scene of his labours, destroying his property, his nets, the only means of his subsistence, and taking off, it may be, his fish.

This is no exaggerated, overdrawn statement, but a fact which has come under the writer's personal observation. Nor can the writer blame extravagantly the fishermen. They do not know the injury they actually commit. They only know, that thus trespassing, they may destroy nets by sailing over them; but they sail on, and sail away. With provincial vessels thus destroying nets, the case is different. The law compels them to make full reparation, and is always strictly enforced. Over the American craft the law has no opportunity for such jurisdiction.

Thus stands the case. The Colonial fishermen gets no bounty. He is shut out from the American market, by a high differential duty in favour of the very American fisherman who trespasses on his grounds, destroys his nets, and entices away from shore the fish which would otherwise come into his net. Now, this is another fact.

The American fishermen feed, and keep about their vessels shoals of fish, while they take them as rapidly as they can haul them into their vessels. Thus coming within the prescribed limits, they do serious damage to the shore fishermen.

But this question must be settled.

How can it be done? By a mode of Legislation as just as it is natural—by a means which will sustain the national honour of the United States, brighter than the most brilliant victories, tarnished as they would be by a violation of Natural justice, if obtained by a war growing out of this dispute. But many say, that the passage of the Reciprocity Trade Bill with the North American Colonies, would seem like a fear of British force. Not so; it would rather be a vindication of national integrity and a prevention of all further dispute. Open to the Colonial fisherman the markets of the United States, and the American fisherman will be welcomed to every privilege which the Colonist himself enjoys.

The friendly relations and mutual interests of the two countries will be strengthened more than by any other possible means.

England will be glad to be relieved of the constant cry of injustice coming before her from that quarter, and will thereby virtually consent—as fate wills she some day must—to the extinguishment of her Gubernatorial influence and rule over these British North American possessions.

JAMES WHITMAN.

From late Papers.

IRELAND.

SERIOUS RIOTS AT LIMERICK.—The following letter appears in the *Dublin Saunders'* of Tuesday Morning:—

'LIMERICK, Monday night.—I have only to state, that the occurrences of this day will never be forgotten. Anything to equal the awful results are not upon record, and as time presses, I will merely mention, that the 3d Dragoons and Infantry were pelted with stones, and severely injured by the female portion of the mob, which amounted to at least 20,000 persons favourable to the Roman Catholic candidates, Sergeant O'Brien and Mr. Potter. Five of the Dragoons were unhorsed, and two officers wounded in the face by missiles thrown at them. There are thirteen persons under treatment at Barrington's Hospital, consequent upon the conflict.' The court was opened at half-past ten o'clock, when the candidates and their friends were admitted to the galleries. To depict the scene would at this moment be impossible. Benches, bars, and seats were torn up by the mob in the Liberal interest, and hurled with tremendous violence at Mr. Russell and his friends, several of whom were cut and wounded. A man was flung from the gallery, and spiked on the rails beneath. Not one word could be heard from either proposers or seconders, and the candidates at either side were not allowed to speak a word. This evening the windows of every R. Catholic in Limerick who promised to support Mr. Russell, were shivered to atoms by the mob, and military and police are in requisition in all quarters. The Limerick Reporter of Tuesday, contains the following, under the heading:—'The City in a state of Siege:—Artillery with lighted matches make an exciting display as they go through the streets with their guns of heavy metal. Dragoons parade the streets with drawn swords and carbines loaded. The approaches to the city in every quarter are occupied by strong detachments of military and police.'

Saunders's News Letter, of Wednesday, contains the following: 'LIMERICK, Tuesday Night.—The excitement throughout the city continues unabated. After my despatch last evening the mob traversed all quarters in search of such of the Roman Catholic electors as were pledged to support Mr. Russell, and used such intimidation, as to cause many to give way through terror, rather than sacrifice not only their property but the lives of themselves and families. Lieutenant Knatchbull, 3d Dragoon guards, was one of the officers badly wounded in the conflict yesterday. Mr. Barron, stipendiary Magistrate, was also struck, and Mr. Thompson Russell, brother of the candidate, was knocked down and maltreated. The mob gutted the residence of several respectable electors. This day they visited the liberties, to intimidate the voters, but were repulsed by the military. Two field-pieces of artillery were called into requisition, in addition to the force, and the magistrates held a meeting. At the hour I write, nine o'clock, tranquillity prevails, and Mr. Russell's friends are yet sanguine of his return, arrangements having been made to protect the voters from violence during the poll, which commences at eight o'clock in the morning.

LATER FROM CALIFORNIA.

The steamer Prometheus arrived at N. York on Thursday last, with $25,000 in specie and 120 passengers.

Passengers from California to New York by the Prometheus, made the passage in a trifle less than 21 days, running time, including the transit of the Isthmus.

Business in San Francisco was good.

The mining news indicates continued prosperity. The harvesting in many counties is progressing rapidly.

In Mariposa, extreme and summary measures had been taken to drive foreigners from the mines. The tide of emigration continues unabated. Nearly two thousand Chinese arrived at San Francisco within the ten days previous to our advices, and over one thousand in the two days immediately preceding.

The news from the interior is scanty. A lump of pure gold, weighing eighty-five pounds, had been dug up on the Yuba River.

The difficulties in Mariposa between the French and Americans, still continue. A number of Frenchmen, who were driven away, had arrived at San Francisco and laid their grievances before the French consul.

The city of Sonora was being rebuilt with great rapidity.

The steamer Columbia with $300,000 in specie and the mails, was to leave San Francisco on the 3d July for Panama.

Honolulu dates to the 31st May give particulars of a very destructive fire, by which Capt. B. Snow, an extensive commission merchant, lost property, principally of his consigners, to the amount of $50,000.

LATER FROM THE CAPE OF GOOD HOPE.—The Bark Ocean Wave, at Boston, brings advices from the Cape of Good Hope to the 14th June—sixteen days later.

The papers are filled with accounts of outrages and murders in various parts of the Colony.

The warfare had assumed a guerilla character and there appeared to be no safety for life in traversing any of the public roads. Armies of Kaffirs, 2,000 strong, were located in the Mountains, from which they descended to murder plunder and destroy.

Some of the Colonists are so disheartened that they are about selling off their possessions and emigrating to Australia.

General Cathcart was about to make a general onslaught upon the Kaffirs in their strongholds. Fifty Kaffir women who had acted as spies had been captured by the English.

A government express arrived at Fort Smith, Louisville, on the 17th inst., bringing news of the destruction of the Expedition to the head of the Red River, and the murder of Capt. Marcy and 80 men by the Camanches and Kioway Indians. The Indians were about 1000 strong, and fought the troops all day. It is reported that they intend attacking Fort Arbuckle and other posts. Capt. Marcy, Dr. Shumard, Capt. Strain, and J. R. Senydam of New York, are supposed to have been killed. The Camanches were on their way to attack posts on the branches when they met Capt. Marcy and his troops: they went into his camp, received presents and left. At night they ran off with some horses and mules, and the next morning attacked the camp. Great excitement prevails on the frontiers.

STEAMBOAT BURNED AND FEARFUL LOSS OF LIFE!

The steamer Henry Clay, on her passage from Albany to New York, on Wednesday last, took fire a short distance below Yonkers, on the North River, while racing with the steamer Armenia, and was burned to the waters edge. About one hundred passengers are said to have been lost, including some persons of note in the United States. The boats had been racing from Albany, and regardless of the cries and entreaties of those on board the Henry Clay, the officers persisted in continuing the race. Owing to the large quantity of pitch and other combustible materials used to keep up the fires, the heat became so intense, that the fire-room was set on fire, and notwithstanding the efforts of the crew, the flames spread rapidly, and the heat became so intense that it was impossible to go from the forward to the after part of the vessel. Finding all attempts to subdue the flames unavailing, the steamer was turned towards the shore, and her bow struck upon the hard sand, within a few feet of the shore, but the stern was in about 14 feet of water. As the flames reached the upper decks, they spread so rapidly that the planks were burned up like so much paper, and those on board were driven overboard by the fire.

As is usual on such melancholy occasions, the women and children suffered most. It is said there were between 300 and 400 passengers on board the Henry Clay, 100 at least of whom have met with a horrible death. Fifty-two bodies had been recovered. One of the passengers states, that there were nearly one hundred sitting at the dining table in the lower cabin when the alarm was given, and from the rapidity with which the flames spread, and the fact that all the doors opened inwardly, he thinks that half of those in the cabin could not have escaped.

The incidents of the disaster are terrible and affecting. The women and children crowded together on the after part of the vessel, without any chance of escape, there being no boats present at the time, and it appears that the steamer was entirely deficient in this respect; the rapid spread of the flames, and the large numbers who were compelled to jump overboard, struggling in the water together; the anxious endeavours of those who could swim to save their wives and children, together with the screams of anguish which filled the air, presented a scene most heart-rending. One gentleman saved his wife and nine children by swimming with them separately to the shore, as they jumped overboard. Edward Cooper, a planter of Memphis, being an excellent swimmer, saved several females. The New York express says:—

"One or two circumstances connected with this truly heart-rending catastrophe, must not be forgotten. While the steamer Henry Clay was enveloped in flames, and many of the unfortunate passengers were struggling in the water for life, two men left a sloop in their yawl boat, as it was at first supposed to aid in rescuing their fellow beings from a watery grave, but instead of doing so, the heartless wretches were observed to use the best of their time in seizing the trunks and boxes of the passengers, and plundering them of their contents.

A large meeting was held at the Astor House, New York, on Thursday last, when stringent resolutions were passed condemning the conduct of those in charge of the Henry Clay, and demanding an investigation of the whole affair.

IMPORTANT RUMOUR FROM WASHINGTON.

(By Telegraph to the News Room.)

NEW YORK, August 6, 1852.

A despatch from Washington says that Webster and Crampton have agreed upon a temporary settlement of the Fishery question; that the latter has written Government urging a suspension of orders issued, and the withdrawal of the additional Naval force, the subject being under discussion in the Senate and been postponed till the 12th inst. In the House, an amedment has been adopted to the Appropriation Bill, authorizing the President to levy Lighthouse duties on Foreign vessels, intended doubtless as retaliation against the fishery restrictions.

Mr. Crampton has ordered Admiral Seymour to make no more captures until further notice.

CANADA.

THE PROMISED STEAMSHIPS.—That the Government are earnest in their design of establishing a line of steamships between this port and Liverpool is now beyond all doubt. Arrangements have been entered into, with competent parties, to place a line on the route for 7 months in the year, the boats to ply during the winter months between Portland and Liverpool. For this service the provincial Government have agreed to pay $14,000 a trip. Two steamers are ready to be put on the line. They are propellers of 1,500 tons burthen, and the others to be built will be of the same description and size. The passenger rates are low, when compared with Cunard and Collins prices, and we have little doubt the enterprise will pay. First class passengers are to be charged $80; second class $48; and the third class (emigrants,) only $25. The Portland railroad will be quite completed in July 1853.

The *Pilot*, we notice, says that these steamers are to run *fortnightly* from Montreal and Quebec to Liverpool, commencing next spring, and from Portland to Liverpool, *monthly*, during the winter season, and that the St. Lawrence and Atlantic Railroad Company, and the city of Portland contribute to the expense of maintaining the winter line of boats.—*Quebec Chronicle.*

CANADIAN AFFAIRS.—A correspondent of the *New York Commercial* communicates the following:

"Parliament has been summoned by His Excellency's proclamation, 'for despatch of business," as the time-honoured phrase is, on Thursday, the 19th proximo. What the character and importance of that session will be, few will venture to predict. It is the first session of a new Parliament, elected last autumn. Parties are nearer balanced in the new House than they have yet been since 'Responsible Government,' as it is now generally interpreted, has become a settled fact among us. The belief is, that the new House will be conservative in its tone and character, (i. e., not in a party sense) as opposed to one merely experimental and unsettled in its application of great political principles to subjects of legislation. A few representatives of extreme opinions have found seats in the present Parliament.

"The subject for consideration and legislation this session will probably be—internal communication by means of railways, and chiefly the great trunk railway scheme, the failure of which in England called forth the celebrated philippic from the Hon. Inspector General Hincks to Sir John Packington. The Reciprocity question will again be brought forward, and the further removal of obstacles complete inter-colonial commercial reciprocity. The clergy reserves and possibly the University questions may again be discussed. The labours of previous sessions will have to be reviewed, with a view to supply omissions, remedy defects, and neutralize evils caused by hasty and inconsiderate legislation."

The Montreal *Transcript* says: A man of the name of James McMahon, a pedlar, was yesterday brought from Stanbridge on a warrant, accusing him of having murdered a Bailiff, named Owen Falloon, in the County Antrim, in July, 1837. The affidavit of this charge is made by a person who is well acquainted with the accused, and also knew the deceased. We understand that the prisoner is now in our jail on the above charge.

NEW BRUNSWICK.

The American fishing schooner *Coral* of 59 tons, lately condemned by the Court of Vice Admiralty of this Province, for illegally fishing within half a mile of Grand Manan, and contrary to the stipulations of the treaty, was yesterday sold by the Controller of Customs and Navigation Laws, with all her tackle and apparel, and fishing gear of all sorts,—the vessel for $155, and the fishing materials for some $20 more. Both vessel and materials were bid in by the American Consul.—*St. John Observer.*

DEPUTATION FROM THE CHURCH OF SCOTLAND.—We announced on Tuesday last, the arrival of the Rev. Dr. Wm. Ritchie, of Longforgan, and the Rev. William Sutherland of Dingwall, as a deputation from the General Assembly of the Church of Scotland, to the members and friends of that Church in the Lower Colonies more especially to the destitute congregations in Nova Scotia and Prince Edward Island.

Lieut. Governor Sir Gaspard LeMarchant, arrived at Halifax, his future seat of Government, on Thursday, 5th inst., in H. M. Ship Cumberland, and landed at 1 o'clock.

HASZARD'S GAZETTE.

TUESDAY, AUGUST 17, 1852.

☞ The late Treasurer of the Charlottetown Ladies' Benevolent Society, thankfully acknowledges the receipt from Mr. M. Beazeley, of a Sovereign, to be disposed of amongst the poor, the same having been found by him, and not claimed by the owner.

BRIDGE OVER MILL RIVER, NEW LONDON.—The Committee appointed by the House of Assembly last Session to report on the practicability of erecting a Bridge over Mill River, at Fyfe's Ferry, consisting of the Hon. Mr. Coles and Alexander Laird, Esq., visited the spot on Tuesday last, and after a full examination of the site, and a close admeasurement of the distance to be spanned, became speedily convinced, not only of the practicability of the undertaking, but of the ease and readiness with which the Bridge may be constructed. The inhabitants residing in the neighbourhood have already subscribed nearly two hundred pounds toward defraying the cost of erection, which will require altogether about £500 or £550; and, the Committee named two other gentlemen, Donald Montgomery, Esq., M. P. P., and Mr. Andrew Bell, to act in conjunction with the Road Commissioner, George M'Kay, Esq, in procuring additional subscriptions. There is no doubt, that the work will prove to be one of the highest importance to the inhabitants of that part of Queen's County, as well as to those of many parts of Prince County, who would then take the New London *route* to come to Charlottetown, as it would be considerably shorter than that frequented at present. When therefore, the House of Assembly again meet to divide the public money for the service of Roads and Bridges, we sincerely hope that the Queen's County and Prince County Members will go hand in hand to push this desirable work to completion.—*R. Gaz.*

THE ALBATROSS.—The Steamer *Albatross* arrived here on Saturday night, about half-past Ten o'clock, having on board a large number of passengers, for this place and for Quebec. On coming up the Harbor, the Steamer bore in for a breastwork, just under St. George's Battery, mistaking it, in the darkness of the night, for Pownal Wharf, and being lured by a light which shone from the House of Mr. James M'Lean, on the bank, most unfortunately got aground, where she remained all day Sunday—every attempt to remove her from the bed of small stones and sand which the great pressure of the ship made, proving fruitless. The freight, consisting principally of flour, had to be taken ashore in lighters; and the following morning at high tide, there being a good breeze of wind off shore, the Steamer was got afloat, without having sustained any damage from her mishap. She proceeded on her voyage to Quebec yesterday.

TO THE HON. GEORGE COLES,

SIR;

I pray you pardon the neglect that I have unavoidably been guilty of. It shall not occur with my good will a second time. In following up my historical reminiscences, I must call your attention to the state of the treasury at the time of the advent of Colonel Ready and the departure of his predecessor, Lieutenant Governor Smith. The latter made it his boast—at least his friends did so for him—that he had left a full, instead of an empty treasury. It is true that he did so, £4000 remained in the chest after all demands were satisfied. I will pass over the worse than folly of keeping so much money idle in a country which was suffering for want of roads and bridges, and direct your attention to what was done with this then justly considered large sum by his successor, by and with the advice of what was the commencement of the family compact. The ignorance of former Houses of Assembly had led to the passing of revenue laws, perpetual in their duration and giving to the executive, the controul of the funds raised by virtue of them. There can be no doubt or question, that the slow growth of the population, tardy and imperfect development of the resources of the Island, and consequently the insignificance of its commercial relations with other places, were among the consequences of this injudicious and unconstitutional mode of fiscal legislation. It had made Governor Smith and his council, totally independent of the popular branch of the legislature; and the Island might have have gone on *vegetating* until this moment, if the despotism and injustice which such a state of things could not fail to engender, had not at last raised the just indignation of the people and caused the removal of Smith. As no considerable alteration took place with respect to the members composing the council, it might have been supposed, that if any change of system, any more liberal views of dealing with the funds entrusted by law to their charge and placed entirely at their sole disposal, took place; such change would have developed itself gradually, if made voluntarily, or wrung from it piece by piece, if made only in deference to a sense of policy or the pressure from without. The contrary, however, was the case—in the then very first session after his arrival, Governor Ready sent a message to the Assembly, stating the fact, that £4,000 was at the disposal of himself and the Council, and announcing his determination to place £2,500, the amount of revenue for the service of the preceding year, for the service of roads and bridges, leaving £1500 for future contingencies; and soliciting at the same time the advice of the House 'as to the most beneficial mode of applying the £2500 with a view to the wants of the country and advantage to the public.' Now it is of little consequence with whom this measure originated, whether it were suggested by the Lieutenant Governor or by some member of Council; it is sufficient that it had the approbation of the majority of the Council; and as it could not have been carried into effect without their consent it was as much their act as that of the Lieutenant Governor. And it was a wise and prudent resolution, for which the Council of the day deserved the highest praise; and the more especially, as they continued the same liberal policy in successive sessions, and during the whole time they were contending, with the popular branch of the legislature for the right of leaving the items of the appropriation bill sent up to them *seriatim* as was and is the custom in the neighbouring colonies, instead of compelling them to give their assent in many cases to an expenditure of the public funds made more with a view to future elections, than necessity or expediency. The conduct of the Council, even in these trying circumstances, was however, truly praiseworthy. They felt they were contending for a principle, and were unwilling to use any coercive measures or have recourse to intimidation for the purpose of obtaining that which they claimed as a *right. The £2500 was sent duly down for appropriation by the Assembly.* Nay, so high-spirited were the Members of Council, that they never even proposed a compromise, they never even said, Concede to us the right we seek for, and we will consent to pass a bill respecting the perpetual Impost and Excise Law. They stood out for what they considered their right, until either convinced to the contrary or that by a longer continuance in opposition, they would but retard the progress and impede the welfare of the country, they gave in. They kept the law in force nevertheless, though with a forbearance which did them credit; they allowed the sums raised by the Impost acts, except in peculiar cases, to be appropriated as theretofore by the House of Assembly. And what has been the consequence with respect to the revenue? From the year 1825, to the end of the year 1850, the receipts at the Treasury had increased from £2,500 to £22,788!! Could a country whose *revenue had increased in a ratio like this have been so very ill governed. You would do well to ponder a little while upon the facts contained in this letter, and to consider whether your conduct in unconstitutionally and needlessly stopping the supplies, will bear a comparison with that of the Council, ignorant, benighted as they must have been; since they wanted the illumination of that genius which has since shone so brilliantly upon the Country, and lighted the way to the blessings of Responsible Government.

I am, Sir,

Yours, &c.,

TENAX PROPOSITI.

* 'The state of the Revenue in this as well as all other countries is the best criterion of the progress made in acquiring the means of happiness and prosperity.'—*Charlottetown Royal Gazette, August 2.*

Monson Jarvis, Esq., Mr. John H. Gates, and Mr. M Gougan, returned from California on Sunday the 8th inst. Mr. Robert Hensley was expected with them, but was detained in New Brunswick in consequence of indisposition. We learn that several persons belonging to this Island have left California for Australia. (Mr. Hensley arrived home last evening.)

ACCIDENT.—A young man, named Alexander Nicholson, of Long Creek, Elliot River, aged 18, was accidentally drowned yesterday, while anchoring a Lighter belonging to his employer, Mr. Samuel Hyde.—The deceased is much regretted, being of excellent character, and the only support of his aged parents.

Married.

At Tignish, on the 3d inst., by the Rev. Peter M'Intyre, P. P., Mr. Martin Foley, to Catherine, eldest daughter of Mr. Patrick Cahill, sen., of Kildare.

At Charlottetown, on the 17th inst., by the Rev. J. R. Narraway, Mr. John Mathews, to Miss Eliza Clow, both of Tracadie Road.

Died.

At New York, very suddenly, about 10 days since, MR. WM. FULTON, Captain of the First Division of Police Force in that city—formerly of Charlottetown, P.E.I.

At Bedeque Road, on Sunday the 8th inst., EUPHEMIA, eldest daughter of Mr. Malcom M'Leod, in the 26th year of her age. Her pious and amiable character secured for her the love and esteem of all who knew her; parting with them in the full assurance of entering into the joy of her Lord.—*Com.*

On Sunday last, Mr. James Connelly, Mariner, aged 36 years.

Launched.

From the shipyard of Mr. Humphrey M'Laren, Grand River, Lot 14, on the 28th June last, a very fine copper-fastened, juniper built Brigt. of 188 tons, old measurement, called the *Mary Ann*—built for James Yeo, Esq.

Passengers.

In the Rose from Pictou on Wednesday the 11th—J. A. Kenshaw, J. A. Sneyder, G. W. Gesner, Miss Smith, Miss Mackay, Mrs. and Miss Norton, G. F. Lowden, Mrs. Doyle, G. J. Ascher, —7 in the steerage.

In the Steamer from Pictou, on Friday the 13th—Rev. Henry Pope and Lady; Luther Bracket, Esq., Dr. Potts, Mrs. Watt, Miss Moore, John Tempest, Esq., J. C. Smith, Miss Smith, Alex. Macdonald, Esq.—2 steerage.

In the Albatross, for Charlottetown on Saturday night—Messrs. J. C. West, J. W. Metzler, C. J. Lowrey, R. Lawson, J. S. Richardson, D. W. Cottrell, J. Farquharson, W. W. Harrington, J. M'Donnell, John Anderson, Hugh M'Lean; Misses Longworth, Webb, Stewart, Rone, M'Kinnon; Mrs. Brecken, Mrs. Phelan, Mrs. Whelan and child; and 9 in the Steerage.

In do. for Quebec—Rev. Dr. Kipp, Mr. Lawrence Kipp, Mr. Ruggles and lady. Judge Marshal and lady, H. R. Le Roy, James Young; Misses Rudolf, M'Lean; Mrs. Bohnan, Mrs. Wilson.

In do. from Charlottetown to Quebec—Cabin—Messrs. Tempest, George Room, Mrs. Room and Son.

In Steerage—Donald Campbell, Mrs. Campbell, Archibald Campbell, Edward Bale, David Robinson, Charles Adams, and Mrs. Muttart.

Port of Charlottetown.

ENTERED:

August 11.—Schr. Margaret, Griffiths, Sydney—coal
12. James Frazer, Mackenzie, N. B.—shingles.
— Economy, McDonald, Miramichi—lumber
— Foreigner, McDonald, Boston—cordage, &c.
—Brigt. Lively Lass, McDonald, Cape Breton—coals.
—Schr. Mary Elizabeth, McLeod, Richibucto—deals.
— Irene, Grant, Halifax—assorted cargo.
— Mayflower, Purdy, Halifax—
14—Steamer Rose, Matheson, Pictou—mails.
—Schr. Jolly Tar, Bouchet, Richibucto.
—Steamer Albatross, Ball, New York & Halifax—passenger and goods.
16—Schr. Unicorn, Mutch, St. John's, N. F.—goods
— Dove, Robertson, Pictou—coal.
— Flora, McDonald, Miramichi—lumber
— Amelia Adelaide, Ebert, Pictou—coal.
17 Sophia, De Grace, Bathurst—lumber.
— Saxe Gotha, Ferneaux, Richibucto—do.

CLEARED:

August 10.—Schr. Amelia Adelaide, Ebert, Pictou—bal.
— Catherine Elizabeth, LeBlanc, Richibucto—bal.
—Brigt. Peri, McLeod, Sydney—bal.
—Schr. Mary Ann, Anderson, Pictou—bal.
11 Fanny Stewart, Beaton, Pugwash—bal.
14 James Fraser, Cape Breton.
— Unity, Henderson, New York.
— Sophronia, McFadyen, St. Pierre.
— Margaret, Griffiths, Miramichi.
16 Steamer Albatross, Ball, Quebec, goods.
Schr. Trinidad, Jaques, Yarmouth, N. S., ships materials.
17 Irene, Grant, Pictou—coal.
— Dove, Robertson, do—do.