PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

THURSDAY MORNING, JULY 22, 1852.

WHIG NOMINATIONS.

FOR PRESIDENT,
GEN'L WINFIELD SCOTT, of New Jersey.
FOR VICE PRESIDENT,
WILLIAM A. GRAHAM, N. Carolina.

FOR CANAL COMMISSIONER.
JACOB HOFFMAN, OF BERKS COUNTY.

JUDGE OF THE SUPREME COURT,
(In the room of the Hon. Richard Coulter, deceased.)
JOSEPH BUFFINGTON, of Armstrong Co.

FOR PRESIDENTIAL ELECTORS
SENATORIAL.
A. F. BROWN, JAMES POLLOCK.
REPRESENTATIVE.

Districts.		Districts.	
1.	WILLIAM F. HIGHEE.	14.	JAMES H. GARFIELD.
2.	JAMES TRAUGHER.	15.	JAMES D. PATTON.
3.	JOHN W. STOKES.	16.	JAMES K. DAVIDSON.
4.	JOHN P. VERREE.	17.	Dr. JNO. MCCLELLAND.
5.	SPENCER MCILVAINE.	18.	RALPH DAKER.
6.	JAMES W. FULLER.	19.	JOHN LINTON.
7.	JAMES PARSONS.	20.	ARCHIB'D ROBERTSON.
8.	JOHN SHAFFER.	21.	THOMAS J. BIGHAM.
9.	JACOB MARSHALL.	22.	LEWIS L. LORD.
10.	CHARLES P. WALKER.	23.	CHRISTIAN MEYER.
11.	DANIEL ACKLEY.	24.	DARWIN PHELPS.
12.	M. C. MERCER.	25.	SAM'L A. PURVIANCE.
13.	NEB MIDDLESWARTH.		

Antimasonic and Whig County Ticket.

FOR CONGRESS—21ST DISTRICT.
DAVID RITCHIE, Pittsburgh.
FOR CONGRESS—22D DISTRICT.
THOMAS M. HOWE, Allegheny.
FOR SENATE.
GEORGE DARSIE, Allegheny.
FOR ASSEMBLY.
GEORGE E. APPLETON, Birmingham.
THOMAS PICKERING, McKeesport.
RICHARD COWAN, Pittsburgh.
J. K. EWSTON, Pitt Township.
JOHN M. FORLER, Tarentum.
SHERIFF.
WILLIAM MAGILL, Pittsburgh.
SUPERVISOR.
EDWARD CAMPBELL, Ohio.
ACTING JUDGE OF COURT OF QUARTER SESSIONS, &c.
JOHN DUNLEVY, Allegheny.
COMMISSIONER.
WILLIAM ALGEO, Pittsburgh.
CORONER.
JAMES LOWRY, Pittsburgh.
AUDITOR.
FRANCIS I. GARDNER, Elizabeth.

Our weekly paper of to-day is a very interesting number. We shall not attempt to specify its varied contents, made up of general news, politics, correspondence, &c. For sale at the counter.

EXCURSION TICKETS.—Those who design to go to the great celebration of the battle of Lundy's Lane, in the immediate vicinity of Niagara Falls, will learn, by advertisements in our columns, that they can obtain tickets to-day, or to-morrow, at the usual places. The tickets are good until the 30th, and can be used on Saturday or Monday. Those who wish to go on Saturday can do so, and await at Cleveland the arrival of the rest of the party. We understand that the boats charge half price, from Cleveland to Buffalo, and that there will be several in attendance to be used if their services are needed.

FLAX COTTON.

We have before us samples of flax cotton manufactured on the Claussen method—one pure white, one red and one orange. The colors are very brilliant. The texture of the samples is rather that of raw silk than of cotton, and judging from their appearance, are capable of being manufactured into fabrics of great beauty.

By an advertisement in another column it will be seen that the "Pennsylvania Claussen Company" are prepared to furnish licenses, or rights, for counties. We take the liberty to publish the following letter, in which the samples of which we have spoken were enclosed:

PHILADELPHIA, July 19, 1852.

To the Editor of the Pittsburgh Gazette.

DEAR SIR—I inclose a small specimen of cotton dyed and bleached cotton, as a novelty. The Claussenized process produces a fibre which closely assimilates to cotton, wool, or silk, according to the difference in manipulation, and produces a fibre which can be used and spun on cotton or wool machinery, reducing the cost of linen and mixed woolen fabrics; in the latter being peculiarly desirable, as it adds to the specific strength of the fabric, whilst it has the advantage of a felting property, which cotton has not, thus bearing a larger admixture without injury to the appearance of the goods.

The Pennsylvania Claussen Company have purchased the right for this State, and are now prepared to give such information as may be needed for the production of flax cotton by those desirous of purchasing a license to manufacture.

Your obedient Sor't,
JOHN HOSKIN, Agent.

THE ENGLISH ELECTIONS.—The most important feature of the news received by the Americas, which arrived at New York yesterday, is the result of the English Parliamentary elections. The liberal party has achieved an unprecedented victory, and the Derby administration has been overwhelmingly repudiated. This decided change of parties in England cannot fail to have a marked influence upon the relations between Great Britain and the despotic powers of the continent. Under the Derby administration there was rather too much affiliation. The new government which will follow this election, if the returns yet to come in show anything like a similar complexion will probably run to the other extreme. The rural districts, however, will not return any thing like the same proportion of liberals; still enough is known to show that the country has gone decidedly against the administration.

Every thing indicates that Great Britain is entering upon a period of great political and religious disquietude; but the triumph of the liberal party is gratifying news to American readers; whatever Nicholas and the Pope may think of it.

IMPORTANT TO TRAVELLERS.—We call the attention of our readers to an advertisement headed "Notice to Travellers," published in another column. Should they have occasion to go to Washington or Wheeling, they will find this as pleasant and comfortable a route as they could select. The horses and stages are very good, and the drivers obliging. For information as to the rates of fare, enquire at the office under the Monongahela House, Jno. J. Evans, Agent.

WHIG CONVENTION IN VERMONT.—The Whigs of Vermont, in Convention assembled, at Burlington, in that State, on the 7th of July, and adopted the following among other resolutions:

Resolved, That we, the Whigs of Vermont, in State Convention assembled, cordially endorse the nomination of Gen. Winfield Scott and Wm. A. Graham, for President and Vice President of the United States; and that the Whigs of Vermont will give to these candidates their unanimous and energetic support.

Resolved, That we do hereby declare our firm attachment to the Whig party of the Union, and accept the constitutional and conservative principles promulgated by the Whig National Convention, and the letter of acceptance by Gen. Winfield Scott.

THE TESTIMONY OF AN OPPONENT.—The Memphis Enquirer says that a gentleman from New Orleans whose a passenger with ex-Governor Quitman, of Mississippi, on board a steamboat plying the river, and asked him his opinion of Gen. Scott, when Gen. Quitman replied:

"Sir," said the Governor, "the American people have never had a candidate for the Presidency more that more than Gen. Scott justice. The noble character and claims to distinction he possesses, the higher will he be the stand he will take in the admiration and gratitude of his countrymen.

"I have been surprised and astonished," continued Governor Quitman, "that among the Whig party there should be found a single man unwilling to give him a cordial and hearty support. As to his being controlled by Seward, *that is mere stuff.* I know the man, and he will be controlled by no one, contrary to his own conviction of what is right. And as to his being true to the South, I consider him the most unexceptionable man, on that score, among all the Whigs who have been named in connection with the Presidency. I am a democrat; and, consequently, differing widely as I do from Gen. Scott on every political question, can never give him my support; but if there is a Whig in the Union for whom, under any circumstance, I could cast my vote for President, that Whig is Winfield Scott!"

The Enquirer says also that General Quitman has in other instances, spoken in similar terms of admiration of Gen. Scott. Gen. Quitman had ample opportunities of knowing Gen. Scott intimately during the Mexican campaign.

Kossuth's sister and her family arrived at New York on the 19th instant. In the steamer Humboldt.

Count Meusdorff Pouilly, maternal uncle of the Queen of England, and paternal uncle of Prince Albert, died at Vienna on the 28th ult., aged 87.

THE NIAGARA CELEBRATION.

This promises to be one of the most magnificent and interesting celebrations which has ever taken place in this country.

Gen. Scott, we are informed on good authority, will leave Washington to-day, and will repair to the scene of his early glory, by easy stages, by way of Baltimore, Philadelphia, New York, Hudson river, and Albany and Buffalo Railroad. His route on his return, is not definitely announced, but the people of Ohio and Pennsylvania intend to invite the Old Hero to take the route by way of Cleveland, Pittsburgh, and Harrisburgh; and we have not much doubt that this easy and pleasant route will be adopted. If so, we shall have the pleasure of inviting the people's favorite to Pittsburgh and Western Pennsylvania, and nowhere will he find more enthusiastic and warm-hearted admirers.

We hear that great numbers are going from this city and the surrounding country. The fare for the trip, both on Railroads and Steamboat, will be half price—or $8 for the round trip. Most of those who go will encamp on the ground which will be the most pleasant way.

That this grand pageant will be worth a trip to Niagara to see, leaving out of view the patriotism which will incite in every American bosom a wish to be present, cannot be doubted by any who will reflect upon the facilities for making the trip from almost every quarter, its attractions, and the occasion which has originated it. Mr. Weed, of the *Albany Evening Journal*, who has just returned from Europe, anticipates in the military parade alone greater pleasure than he felt in the gorgeous reviews of crowned heads. He says:

"We rejoice to learn that Gen. Scott has yielded to the solicitation of the citizens of Western New York, backed by the entreaties of his old comrades, to revisit the fields upon which he fought and bled, but *conquered*, in 1814. It is time—high time, that the fields of *Chippewa* and *Bridgewater* should witness a popular demonstration of American gratitude.

"The Niagara Frontier is the scene of Scott's earliest exploits. It was there that he 'fleshed his maiden sword.' It was there that he fought battles which established the bravery and prowess of an American army—battles which taught England to respect and all Europe to honor us.

"The review, therefore, of the troops which the occasion will draw together, will be one of exceeding interest. A review of 40,000 Austrian conscripts, by the Emperor of Russia, which we saw a few weeks since, dazzled the eye; but the review of 10,000 citizen soldiers by the veteran hero of Queenstown, Chippewa, Lundy's Lane, Cerro Gordo, Churubusco, (who resembles the Emperor of Russia only in his majestic form and soldierly bearing,) will touch the hearts of an 100,000 grateful Americans."

Mr. Greely of the New York Tribune, thinks no one can afford to stay away. Here is the programme, read, and then decide the question

BATTLE OF NIAGARA.—The Committee of Arrangements of the Celebration of the coming Anniversary of the Battle of Lundy's Lane at Niagara Falls, on the 25th and 26th of July inst., met at Niagara Falls on the 15th inst., for the purpose of proceeding with their duties. Gen. W. Holley, Esq., in the Chair; A. M. Clapp was appointed Secretary.

On motion, the Committee resident at Niagara Falls were authorized to appoint a Chief Marshal and Assistants for the occasion.

General P. Whitney, who served with General Scott at Queenston, and was taken prisoner with him in that action, was appointed and will serve as Marshal-in-Chief during the Anniversary.

The Committee then adopted the following

ORDER OF PROCEEDINGS

For the Celebration of the Battle of Lundy's Lane, July 27th and 28th.

The morning of the 27th will be devoted to the receiving of the delegations and guests by the Marshals and Committee of Reception, and to arranging the encampment.

At 12 o'clock M. a national salute will be fired from the encampment ground, and the procession will form on the road adjacent thereto in the following order:

1. The Military—Artillery and Infantry Corps.

2. Carriages with the Soldiers of 1812 and of the Mexican and other Campaigns.

3. Carriages with the Orators and other invited guests.

4. Whig Members of Congress and Officers of this and other States.

5. Delegations from the several States as follows: New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, Ohio, Indiana, Michigan, Illinois, Wisconsin, &c. &c.

The procession, when formed, will move through the principal streets to the Ferry Grove where the meeting will organize.

The meeting will be addressed from the several stands simultaneously until the hour of adjournment.

At 1½ o'clock, P. M., the meeting will reassemble in the grove, where new speakers will be introduced.

At sundown a National salute will be fired.

Second Day—July 28.

At sunrise a national salute will be fired.

At 9 o'clock A. M. the Military will parade, and be reviewed by General Scott and Governor Hunt.

At 12 o'clock the people will reassemble at the grove, where they will be addressed until 3 o'clock, when the Convention will adjourn *sine die.*

The several delegations will report to the Chief Marshall or his aids immediately upon landing.

The grounds selected for the celebration are conveniently located and well adapted to the purpose. Those set apart for the encampment are on the easterly skirts of the town, about one hundred rods from the Cataract. They are interspersed with fields and groves, extending from the Niagara River northward to a point some distance north of the Buffalo and Niagara Falls Railroad. They afford ample room and accommodations for 100,000, persons. The Military Encampment and the grounds for the delegations are adjacent.

The grounds selected for the meeting are situated in what is termed Ferry Grove, lying adjacent to the American Falls. It will accommodate a vast concourse.

Speaker's stands will be erected in various parts of the grounds, and all will be shielded by a grateful shade.

The latch string is out! Freemen of America! rally for him who has fought more of Freedom's battle than any other man living. Come one, come all.

Teams as the winds come, when horses are rended.
Come as the waves come, when navies are stranded.

G. W. HOLLEY, Chairman.
A. M. CLAPP, Secretary.

From the New York Tribune.

GEN. SCOTT IN MEXICO.

We have at length a copy of the order issued by Gen. Scott while Commander-in-Chief of the American Army in Mexico, with respect to the deportment of his soldiers in presence of the religious (Catholic) observances, of the Mexicans. We give the order entire, though a part of it has no relation to the matter under discussion.—Here it is:

HEAD QUARTERS AS OF THE ARMY,
MEXICO, Sept. 24, 1847.

GENERAL ORDER No. 297.

1. Hereafter, as in all Roman Catholic countries, there will be frequently religious processions, in the streets, as well as in the churches—such as *the elevation of the host*, the *viaticum*, funerals, &c.

2. The internal *viaticum*, funerals, &c.

3. Carriages with the Orators and other invited guests.

4. Whig Members of Congress and Officers of this and other States.

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G. W. HOLLEY, Chairman.
A. M. CLAPP, Secretary.

GEN. ROBINSON UPON MR. ELLET.—The following scorching letter of GEN. ROBINSON, is a most triumphant vindication of the Ohio and Pennsylvania Railroad, and exhibits Mr. Chas. Ellet, Jr., in no very enviable attitude:

PITTSBURGH, July 14, 1852.

To the Editors of the North American and United States Gazette:

GENTLEMEN—The vast accumulation of business incident to my absence for some weeks from the office of the Ohio and Pennsylvania Railroad Company, necessarily preoccupies so much of my time, that I shall be able only to snatch occasionally a few brief moments to devote to the exposure of the late articles in your valuable paper, over the signature of Charles Ellet, Jr., Civil Engineer.

I rarely obtrude myself upon the patience and forbearance of the public through the medium of the newspapers, and never but when called upon in the discharge of an imperative duty. My appearance in the columns of the North American was prompted alone by that consideration, and must be my apology for the continuance of the discussion until, as I trust I shall fully disabuse the public mind of your city of all impressions favorable to the project advocated by Mr. Chas. Ellet, Jr, if *any such* as yet exist.

I fully believed, and still believe, that a stupendous fraud was being attempted upon the Councils of the city of Philadelphia, and it was boldly avowed, in case of failure in that quarter, a similar appeal would be made to the Board of Directors of the Pennsylvania Railroad Company. In that Board I have the honor of a seat, and am also the special representative of a million of stock held by the county of Allegheny. I would have been recreant to the interests of the Company itself, as a Director, and to the delegated trust of Allegheny county, had I suffered the representations of Mr. Charles Ellet, Jr., Civil Engineer, to pass unnoticed, knowing most if not all of them, as I again aver, to be deceptious, fallacious and inconsistent with the truth and facts of the case as set forth by him in relation to the Hempfield Railroad.

I assumed, in my last communication, that the professional character of this Mr. Ellet was public property. That profession at this moment, occupies a more prominent and responsible position than almost any other in the United States. On the *just* claims of individuals engaged therein to public confidence, on their statements and representations the fortunes of families and the welfare of whole communities now investing their substance in the popular enterprises of the day, mainly, if not altogether, depend for adequate remuneration. Shall no one dare to canvass these claims or question the reliability of the statements of individual members of that profession? If flagrant errors of judgment, the most monstrous and unparalleled miscalculations, and misstatements of facts and arguments in the antecedent career of a Civil Engineer, are not sufficient grounds to question existing claims to reliability, and cast a reasonable doubt over his calculations and estimates, and more especially his reasonings and deductions, then am I in error in laying bare the weakness and deformity of the professional character and claims to confidence of this Mr. Chas. Ellett, Jr.

And yet, in the face of all these notorious professional delinquencies, we are coolly invited, as a Board of Directors, to endorse the statements of Mr. Chas. Ellet, Jr., Civil Engineer to the Councils of the city.

But I have not the time to enlarge on these topics just now. My present purpose is confined to a new issue, which he has raised for the evident purpose of diverting my attention from the Hempfield Railroad, and giving my former remarks another direction. For the moment his expectations shall not be disappointed. In doing so, however, it will necessarily involve a recent striking illustration of that *inborn* proclivity to misrepresentation, which his long connexion with an "elevated pursuit" has so signally failed to imbue him with a corresponding elevation and regard for truth, so every way essential in his profession. He avers "that the Ohio and Pennsylvania Railroad has failed to glean a sufficient trade from northern Ohio to pay its daily accruing expenses"

The opinion delivered by these officers of the Crown was, that by the terms of the Convention American citizens were excluded from any right of fishing within three miles from the coast of British America, and that the prescribed distance of three miles is to be measured from the headlands or extreme point of land next the sea or the coast or of the entrance of bays or inlets, the coast, and consequently no right exists on the part of American citizens to enter the bays of Nova Scotia, there to take fish, although fishing, being within the bay, may be at a greater distance than three miles from the shore of the bay, as we are of opinion that the term headland is used in the treaty to express the part of the land we have before mentioned, including the interior of the bays and the inlets of the coast.

We shall not hear from Messrs. Walsh and Wyke, the American and British commissioners to Central America until after the adjournment of Congress; so that the Senate will have no information upon which to proceed relative to the convention alleged to have been concluded concerning that region, previous to its meeting in December.

JUNIUS.

IMPORTANT OFFICIAL DISPATCH.

POSSIBLE COLLISION WITH ENGLAND.

The American Fisheries.

OFFICIAL. DEPARTMENT OF STATE,
WASHINGTON, July 6, 1852.

Information of an official character has been received at this Department, to the following effect:

The late Ministry of England was opposed to the granting of bounties on principle, and in consequence it steadily refused to give the necessary assent to the acts of the Colonial Legislature granting bounties to the fisheries. The colonies complained severally of this interference with their local affairs, and they further complain that the Government declined to enforce the provisions of the Fishery Convention of 1818, and thereby permitted American fishermen to encroach upon the best fishing grounds from which, under the legal construction of the treaty, they ought to be excluded.

With the present administration of Ministry in England has occurred an entire change of policy. The present Secretary of State for the Colonies, John Packington has addressed a circular letter to the Governors of the several North American Colonies, an extract from which is as follows:

DOWNING ST, May 26, 1852.

Among the many pressing subjects which have engaged the attention of Her Majesty's Ministers since their assumption of office, few have been more important in their estimation, than the questions relating to the protection solicited for the fisheries of the Coasts of British North America. Her Majesty's Government have taken into their serious consideration the representations upon this subject, contained in your dispatches noted in the margin, and have not failed to observe that while active measures have been taken by certain colonies for the purpose of encouraging their fisheries and repelling the intrusion of foreign vessels. It has been a subject of complaint that impediments should have been offered by the policy of the Imperial Government to the enactment of bounties considered by the local Legislature essential for the protection of this trade. Her Majesty's Ministers are desirous of removing all grounds of complaint on the part of the Colonies, in consequence of the encroachment of the fishing vessels of the U.States upon waters from which they are excluded by the terms of the Convention of 1818, and they therefore intend to dispatch as soon as possible a small naval force or steamers, or other small vessels, to enforce the observance of that Convention.

This announcement is accompanied by the following as to bounties:

"With regard to the question of promoting the fisheries of the British Colonies by the means of bounties, Her Majesty's Government, though desirous to sanction any necessary deviation from the policy which regulates the commerce of this country, are still disinclined to prevent these Colonies, by interposition of Imperial authority, and especially pending the negotiations with the United States of America for the settlement of the principles on which the commerce of the British North American Colonies is hereafter to be carried on, from adopting the policy which they may deem most conducive to their own prosperity and welfare."

Meantime, and within the last ten days, an American fishing vessel called the Coral, belonging to Machias in Maine has been seized in the Bay of Fundy near Grand Menan, by the officer commanding her Majesty's cutter Netley, arrived in that bay, for an alleged infraction of the Fishing Convention, and the fishing vessel has been carried to the port of St. John, N. B., where proceedings have been taken in the Assembly Court with a view to her condemnation and absolute forfeiture.

Besides the small naval force to be sent out by the Imperial Government, the Colonies are bestirring themselves also for the protection of their fisheries. Canada has fitted out an armed vessel to be stationed in the Gulf, and this vessel has proceeded to the fishing grounds, having on board not only a naval commander and crew, with power to seize vessels within limits, but also a stipendary magistrate and civil police, to make prisoners of all who are found transgressing the laws of Canada, in order to their being committed to jail in that Colony for trial. The Colony of Newfoundland has fitted out an armed vessel for the purpose of resisting the encroachments of French fishing vessels on the coast of Labrador, but when ready to sail from her port, the Governor of that Colony, acting under imperial instructions, refused to give the commander of the Colonial vessel the necessary authority for making prize of French vessels found trespassing.

This is an extraordinary circumstance, especially when taken in connection with the fact that the like authority to seize American fishing vessels under similar circumstances has never been refused to the cruisers of any of the North American Colonies. The Colony of Novia Scotia has now four armed cruisers, well manned, on its coasts, ready to pounce upon any American vessels who may, accidentally or otherwise, be found fishing within the limits defined by the town officers of England.

New Brunswick has agreed with Canada and Novia Scotia to place a cutter in the Bay of Fundy to look after Americans fishing there and at Prince Edwards Island, and her Majesty's steam frigate Devastation has been placed under the instructions of the Governor of that colony. The first article of the Convention between the United States and Great Britain, of the 30th Oct., 1818, is in these words:

"Whereas, Differences have arisen respecting the liberty claimed by the United States for the inhabitants thereof to take, dry, and cure fish on certain coasts, bays, harbors and creeks of His Britannic Majesty's dominions in America, it is agreed between the high contracting parties that the inhabitants of the said United States shall have forever, in common with the subjects of His Britannic Majesty the liberty to take fish of every kind on that part of the Southern Coast of Newfoundland which extends from Cape Ray to the Ramean Islands, on the Western and Northern Coast of said Newfoundland from the said Cape Ray to the Quirpon Island on the shores of the Magdalen Islands, and also on the Southern Coasts, bouys, harbors and creeks from Mt. Jolly on the Southern Coast of the Labrador to and through the Straits of Belle Isle, and thence northwardly indefinitely along the Coast without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company, and that the American fiermen shall also have liberty forever to dry and cure fish in any of the unsettled bays, harbors and creeks of the Southern part of the Coast of Newfoundland, hereabove described, and of the Magdalen Islands, but so soon as the same or any portion thereof shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled without previous agreement for such purpose, with the inhabitants, proprietors or possessors of the ground.

"And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof to take, dry or cure fish on or within three marine miles of any of the coasts, bays, creeks, or harbors of his Britannic Majesty's dominions in America not included within the above mentioned limits. Provided, however, that the American fishermen shall be admitted to enter such bays or harbors for the purpose of shelter and of repairing damages therein, and purchasing wood and obtaining water and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatever, abusing the privilege hereby reserved them."

It would appear that by a strict and rigid construction of this article, fishing vessels of the United States are precluded from entering into bays and harbors of the British Provinces, except for the purposes of shelter, repairing damages, and obtaining wood and water. A bay, as is usually understood, is an arm or recesses of the sea entering from the ocean between capes or headlands, and the term is applied equally to small and large tracts of water thus situated.—It is common to speak of Hudson Bay or the Bay of Biscay, although they are very large tracts of water. The British authorities insist that England has 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. It was undoubtedly an oversight in the Convention of 1818, to make so large a 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.

In 1831, the Legislature of Nova Scotia proposed a case for the consideration of the Advocate General and the Attorney-General of England, upon the true construction of this article of the Convention.

The opinion delivered by these officers of the Crown was, that by the terms of the Convention American citizens were excluded from any right of fishing within three miles from the coast of British America, and that the prescribed distance of three miles is to be measured from the headlands or extreme point of land next the sea or the coast or of the entrance of bays or inlets, the coast, and consequently no right exists on the part of American citizens to enter the bays of Nova Scotia, there to take fish, although fishing, being within the bay, may be at a greater distance than three miles from the shore of the bay, as we are of opinion that the term headland is used in the treaty to express the part of the land we have before mentioned, including the interior of the bays and the inlets of the coast.

We shall not hear from Messrs. Walsh and Wyke, the American and British commissioners to Central America until after the adjournment of Congress; so that the Senate will have no information upon which to proceed relative to the convention alleged to have been concluded concerning that region, previous to its meeting in December.

JUNIUS.

IMPORTANT OFFICIAL DISPATCH.

POSSIBLE COLLISION WITH ENGLAND.

The American Fisheries.

OFFICIAL. DEPARTMENT OF STATE,
WASHINGTON, July 6, 1852.

Information of an official character has been received at this Department, to the following effect:

The late Ministry of England was opposed to the granting of bounties on principle, and in consequence it steadily refused to give the necessary assent to the acts of the Colonial Legislature granting bounties to the fisheries. The colonies complained severally of this interference with their local affairs, and they further complain that the Government declined to enforce the provisions of the Fishery Convention of 1818, and thereby permitted American fishermen to encroach upon the best fishing grounds from which, under the legal construction of the treaty, they ought to be excluded.

With the present administration of Ministry in England has occurred an entire change of policy. The present Secretary of State for the Colonies, John Packington has addressed a circular letter to the Governors of the several North American Colonies, an extract from which is as follows:

DOWNING ST, May 26, 1852.

Among the many pressing subjects which have engaged the attention of Her Majesty's Ministers since their assumption of office, few have been more important in their estimation, than the questions relating to the protection solicited for the fisheries of the Coasts of British North America. Her Majesty's Government have taken into their serious consideration the representations upon this subject, contained in your dispatches noted in the margin, and have not failed to observe that while active measures have been taken by certain colonies for the purpose of encouraging their fisheries and repelling the intrusion of foreign vessels. It has been a subject of complaint that impediments should have been offered by the policy of the Imperial Government to the enactment of bounties considered by the local Legislature essential for the protection of this trade. Her Majesty's Ministers are desirous of removing all grounds of complaint on the part of the Colonies, in consequence of the encroachment of the fishing vessels of the U.States upon waters from which they are excluded by the terms of the Convention of 1818, and they therefore intend to dispatch as soon as possible a small naval force or steamers, or other small vessels, to enforce the observance of that Convention.

This announcement is accompanied by the following as to bounties:

"With regard to the question of promoting the fisheries of the British Colonies by the means of bounties, Her Majesty's Government, though desirous to sanction any necessary deviation from the policy which regulates the commerce of this country are still disinclined to prevent these Colonies, by interposition of Imperial authority, and especially pending the negotiations with the United States of America for the settlement of the principles on which the commerce of the British North American Colonies is hereafter to be carried on, from adopting the policy which they may deem most conducive to their own prosperity and welfare."

Meantime, and within the last ten days, an American fishing vessel called the Coral, belonging to Machias in Maine has been seized in the Bay of Fundy near Grand Menan, by the officer commanding her Majesty's cutter Netley, arrived in that bay, for an alleged infraction of the Fishing Convention, and the fishing vessel has been carried to the port of St. John, N. B., where proceedings have been taken in the Assembly Court with a view to her condemnation and absolute forfeiture.

Besides the small naval force to be sent out by the Imperial Government, the Colonies are bestirring themselves also for the protection of their fisheries. Canada has fitted out an armed vessel to be stationed in the Gulf, and this vessel has proceeded to the fishing grounds, having on board not only a naval commander and crew, with power to seize vessels within limits, but also a stipendary magistrate and civil police, to make prisoners of all who are found transgressing the laws of Canada, in order to their being committed to jail in that Colony for trial. The Colony of Newfoundland has fitted out an armed vessel for the purpose of resisting the encroachments of French fishing vessels on the coast of Labrador, but when ready to sail from her port, the Governor of that Colony, acting under imperial instructions, refused to give the commander of the Colonial vessel the necessary authority for making prize of French vessels found trespassing.

This is an extraordinary circumstance, especially when taken in connection with the fact that the like authority to seize American fishing vessels under similar circumstances has never been refused to the cruisers of any of the North American Colonies. The Colony of Novia Scotia has now four armed cruisers, well manned, on its coasts, ready to pounce upon any American vessels who may, accidentally or otherwise, be found fishing within the limits defined by the town officers of England.

New Brunswick has agreed with Canada and Novia Scotia to place a cutter in the Bay of Fundy to look after Americans fishing there and at Prince Edwards Island, and her Majesty's steam frigate Devastation has been placed under the instructions of the Governor of that colony. The first article of the Convention between the United States and Great Britain, of the 30th Oct., 1818, is in these words:

"Whereas, Differences have arisen respecting the liberty claimed by the United States for the inhabitants thereof to take, dry, and cure fish on certain coasts, bays, harbors and creeks of His Britannic Majesty's dominions in America, it is agreed between the high contracting parties that the inhabitants of the said United States shall have forever, in common with the subjects of His Britannic Majesty the liberty to take fish of every kind on that part of the Southern Coast of Newfoundland which extends from Cape Ray to the Ramean Islands, on the Western and Northern Coast of said Newfoundland from the said Cape Ray to the Quirpon Island on the shores of the Magdalen Islands, and also on the Southern Coasts, bouys, harbors and creeks from Mt. Jolly on the Southern Coast of the Labrador to and through the Straits of Belle Isle, and thence northwardly indefinitely along the Coast without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company, and that the American fiermen shall also have liberty forever to dry and cure fish in any of the unsettled bays, harbors and creeks of the Southern part of the Coast of Newfoundland, hereabove described, and of the Magdalen Islands, but so soon as the same or any portion thereof shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled without previous agreement for such purpose, with the inhabitants, proprietors or possessors of the ground.

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It would appear that by a strict and rigid construction of this article, fishing vessels of the United States are precluded from entering into bays and harbors of the British Provinces, except for the purposes of shelter, repairing damages, and obtaining wood and water. A bay, as is usually understood, is an arm or recesses of the sea entering from the ocean between capes or headlands, and the term is applied equally to small and large tracts of water thus situated.—It is common to speak of Hudson Bay or the Bay of Biscay, although they are very large tracts of water. The British authorities insist that England has 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. It was undoubtedly an oversight in the Convention of 1818, to make so large a 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.

In 1831, the Legislature of Nova Scotia proposed a case for the consideration of the Advocate General and the Attorney-General of England, upon the true construction of this article of the Convention.

A Strong Certificate.

From the Steubenville Herald, March 25, 1851.

☞THE reader is referred to the advertisement in another column, which gives the details of a wonderful cure from the use of M'Lane's Vermifuge, which is certified to have been effected, not in Main, nor in Louisiana, nor in Oregon, but here, almost in your midst—Read it, and judge for yourselves.

Public attention is most respectfully invited to the plain, unvarnished statement of your own town fellow citizen, Mr. Stephenson, whose child was wonderfully restored to health by the use of Dr. M'Lane's Vermifuge.

CROSS CREEK Tp., near Wintersville,
Jefferson Co., O., March 10, 1851.

Messrs. J. Kidd & Co.—I have a little boy three years old the 17th day of this month, that has been very delicate in health for some time. After trying a great many other medicines, without receiving any benefit from their use, I was induced to try Dr. C. M'Lane's American Worm Specific, or Vermifuge, and put up by your honors—and wonderful to relate, after giving him two tea spoons full, he passed 160 worms, some of them very large, and others not thicker than a common sized knitting needle; since which time the little fellow has enjoyed excellent health, and is getting very fleshy, or fat, as the old women say. And I must say, I believe that if he had not taken the Vermifuge, he would ere this have been consigned to the tomb.

JOSEPH V. STEPHENSON.

This great remedy may be had from most Drugg