

the utmost by Sergeant Hays and a guard of the 15th Regiment, who had in charge four military prisoners; the prisoners, who all might have escaped during the confusion, worked manfully in their endeavours to save the boat, nor did they attempt to make their escape when all hope of saving the boat was lost. The captain was implored to send the boat from the shore to their relief, but paid no attention to the prayers and entreaties of the sufferers on board, until Sergeant Hays threatened to fire on them; two individuals then brought the boat alongside of the burning wreck, by which they were enabled to get on shore; two Canadian women, on seeing that the captain had deserted in his jolly-boat, jumped over board, and were with much difficulty saved from drowning; one of the prisoners also swam to the shore.—The name of the Captain is Cote,—long known to be one of the Papineau gang. Strong suspicions are entertained that the boat was set on fire.—*Quebec Morning Herald*.

PAPINEAU.—It is said that biographical sketches and engraved portraits of Papineau are every where to be seen in Paris. The Journal des Debats recommends that subscription committees should be formed throughout this country, volunteers enlisted, and arms and ammunition smuggled into Canada.—*N. Y. Express*.

SIR JOHN HERSCHELL.—Letters have been received in London from Sir John Herschell, at the Cape of Good Hope, to the 20th of January. This learned Astronomer had completed his survey of the Southern celestial hemisphere, and intended to embark for England in the beginning of March, and his arrival was expected in the course of May. He has made some important observations upon the star Argo, in the constellation of the same name. This star has been regarded as of the second magnitude, and was so considered by Sir John Herschell when he observed it, but afterwards, as he observed it successively, it had increased, so that at the date of his letter it exceeded in dimensions the greater part of the stars of the first magnitude, and might be compared with the Centaur, which in brilliancy is considered the fourth star of the firmament. No similar phenomenon has been observed in the heavens, since the celebrated star of Tycho Brahe, observed from 1572 to 1574.

LORD BROUGHAM.—We copy the following rather curious anecdote of this distinguished individual, from a Paris letter in the London Courier of May 4th.

His lordship during his short stay in Paris went everywhere, every saloon being too happy to receive so distinguished a guest; he did not by any means confine his visits to the liberal parties, for what may be called his grand display took place in the hotel of the Princess Lieven, where surrounded by aristocrats, the chiefs of the Carlist party, the Duke of Fitzjames, Berryer and others, besides a whole host of Russians, and all the ambassadors in France, the noble Lord delivered a tirade of more than an hour's length, upon the Carlist party and the policy of the court of Russia, both of which he attacked with all the caustic severity for which his style is so remarkable. Though his French accent is detestable, he delivered himself with as much confidence and rich volubility as if in his place in the House of Lords. The eloquent Berryer, who was at his elbow, looked unutterable things at each wicked thrust, but many of the Muscovites were perfectly thunder-struck, never having heard an approach to such language in their lives. Despite all his political blasphemies however, the entire assembly, hostile as they were, left the room deeply impressed with a sense of his exalted powers.

WRECK OF A TRANSPORT.—We have this week to record one of the most calamitous cases of shipwreck that ever came under our notice. Of the forty-one human beings on board, two only were miraculously preserved; from one of whom we have learnt the following particulars:—

The Margaret, of Newry, Transport, of 826 tons burthen, commanded by William Mowbray, after taking in a quantity of stores in the Thames, for the use of Her Majesty's troops in Canada, proceeded to Cork, at which place she completed her landing. Sailed from thence for her place of destination on the 26th ult; having on board, in addition to the crew, (which consisted of the captain, the chief and second mates and twenty-five able seamen,) two officers' ladies with their children (seven in number), the captain's wife and child, two ostlers and twelve horses. The weather at the time of her departure was fine; but shortly after noon a fresh breeze sprung up from the S. S. E., which, as the day advanced, increased to a gale, accompanied with thick showers of snow. At about half past 11 p. m. the ship, being still on the same tack, in the darkness of the night, and during a heavy fall of snow, struck on the rocks lying off Cape Clear, at a distance of about a mile from the main—the sea making a complete breach over her; and shortly after the captain, his wife and child, were successively engulfed in the raging abyss. The chief mate, with a view to steady the ship, which was beating violently on the reef, ordered the carpenter to cut away the main shrouds and main mast, which was promptly done, the mast being left about two thirds cut through. The whole of the crew and passengers then sought refuge in the fore part of the ship, with the exception of

the survivors, Mr. Wills, and a seaman of the name of James Johnson, who lashed themselves to the mainmast on the windward side.—Shortly afterwards the mainmast went over the lee, carrying with it the two seamen, who on their again rising to the surface, floated freely. A few minutes afterwards the foremast went by the board, hanging over the side of the vessel, only attached to her by the shrouding, with the unfortunate ladies and children lashed thereto for safety, the remainder of the crew clinging to various parts of the ship. At this moment the universal shriek of despair which burst from the devoted group was of the most heart-rending description. Mr. Wills and his companion in misfortune at length drifted clear of the wreck, surrounded by an accumulation of horrors. Exposed to the fury of the sea, the pelting of the snow-storm, and enveloped by the darkest shade of night, the mast to which they were lashed continued to drive in the direction of Cape Clear until six o'clock a. m. when they perceived a large dog, of the Newfoundland breed, which had belonged to the unfortunate chief mate, swimming towards them, and which they contrived to place on the mast beside them. In this helpless condition they remained until half past ten a. m. when they reached the shore, well nigh exhausted. The sanguinary brute which accompanied them, immediately on landing, set off to a preventive station, where, by the singularity of its actions, it attracted the attention of four of the coast guard, who were eventually induced to follow it, which circumstance led to the discovery of the unfortunate mariners.—*Sunderland Beacon*.

SAW MILL BURNT.—We are sorry to say that Mr. Edwin Foster's mill at Williams's Brook St. David's, and about ten thousand feet of lumber, have been consumed by fire. The circumstances attending this event are peculiar and their record may be useful. The stream where the mill is placed, is small, and the dam was so suddenly swollen by the late rains that the sluice was forced up, and during the night the mill put into rapid motion. The velocity with which the saw-gear was driven caused such friction as ignited the framing, hence the flames extended to the whole building, and in the morning it was found a heap of ruins. Mr. Foster has begun another structure, and will no doubt make his gates for the future more secure.—*St. Andrews Standard*.

LAUNCHED at Mr. Geo. Walker's ship yard, a beautiful Brig named the "Jenny," built for James Rait, Esquire, and admeasuring over a hundred and ninety one tons. Although the day was not favorable for a sight always so interesting as a launch, a considerable concourse assembled and were much gratified in viewing the graceful and majestic manner in which the "Jenny" glided into the "liquid element."—*Id.*

His Excellency the Lieutenant Governor, in the exercise of the royal prerogative, on the day of the Coronation, released from prison a number who were confined in the bridewell and jail.

At a meeting of the Coronation Committee held this day.

Resolved unanimously, That the thanks of this Committee on behalf of the inhabitants be presented to Captain Walsh, Lieut. George MacLean, and the Officers and Men of the Royal Artillery, for contributing so handsomely to the festivities of the 28th, by preparing and directing the splendid fireworks exhibited on the Grand Parade, which this Committee consider another instance of that urbane courtesy so frequently experienced by the Community of Halifax from the Garrison.

JAMES B. UNIACKE,
Chairman of the Committee elected by the Inhabitants
of Halifax to manage the Coronation Festival.
Halifax, N. S. 30th June, 1838.

HORRID MURDER.—Intelligence was received by Mail on Saturday, of a horrid murder, committed at the River Philip, in the County of Cumberland, early on Thursday morning last. A Farmer of the name of John Clem, one of the victims of the assassin, formerly of King's County, it appears had for some years resided on the South side of the River Philip. Jane Pipes, a Widow, lived with him as Housekeeper; and at the time the sad event occurred, her daughter, about 11 years of age, was on a visit to her.

On the morning of the 28th June, one of the Settlers in the neighbourhood went to the House, he knocked several times without effect—then opened the door and entered the hut:—the scene presented was beyond description—there were Clem, the Widow Pipes and her child, all weltering in blood, and apparently in the agonies of death. No hopes were entertained of the Widow's recovery, but the child's life is not altogether despaired of. Suspicion fell immediately upon one Doyle, who had been a servant to Clem, and had been discharged only the day preceding the murder.

Intelligence of the horrid circumstance was received at Amherst at 4 o'clock in the afternoon of the 28th; it was soon known that the suspected Criminal had passed through the Settlement that morning, on his way, as was supposed, to St. John. A warrant for his apprehension was issued, and officers were sent in pursuit of him. On Saturday afternoon they returned, having Doyle in custody, who, after undergoing an examination, was committed to jail.—*Nor.*

MARRIED.

On Tuesday evening, by the Rev. W. Cogswell, Mr. John McNab, to Miss Mary Jane, eldest daughter of Joseph Darby, Esq.
On Sunday evening, 24th June, by the Rev. C. Churchill, Mr. D. Jones, of the Custom House Department, to Miss Ann Hinkle of this town.

DIED.

On Tuesday morning last, Arrabella Maria Haverstock, aged eight months and 17 days, only daughter of Mr. James A. Haverstock.
At Dartmouth, on Tuesday last, in her 66th year, Sarah, relict of the late James Mooncey, Esq. R. N.
Wednesday morning, Mrs. Elizabeth Davis, aged 68 years—an old and respectable inhabitant.

SHIPPING INTELLIGENCE.

ARRIVED.

Friday, June 29th—schr. Defiance, Currie, Miramichi.
Saturday, 30th—Portuguese brig. Turgo 2d, St. Michael's, 40 day—salt, corn and lemons to McNab Cochran & Co.
Sunday, July 1st—schr. Brothers, Cape Negro, lumber, &c; Albion, Belfountain, Montreal, 21 days—flour and pork to Wm. Pryor and Sons, and Saltus & Wainwright.
Monday, 2d—brig. Rob Roy, Smith, Kingston, 28 days—rum and hides to Frith, Smith & Co; schr. Mary, Bridgeport, coal and herrings; Enterprise, do. coal; Queen Adelaide, Elizabeth, Fanny, and Sybella, Sydney, coal; Mary Jane, and Royal Adelaide, St. Mary's, lumber; John, Sydney, dry fish; Willing Lass, Guysboro', alewives and herrings; Dove, Canso, do; Adelaide, Guysboro', butter and herrings; Enterprise, Le Blanc, Miramichi, 21 days—shingles to A. Fraser; Sovereign, Wood, P. E. Island, 4 days—produce; Angelique, Bulong, Labrador, 5 days.
Tuesday, 3d—schr. Lucy, Pictou, coal, pork, seal skins, &c; Mary Ann, Vincent, Cape Anguille, Newfld., 5 days—oil, herrings, anchors, &c. to Archbold & Wilkie. Anchored at the beach Am. brig. Magnolia, Stone, New York, 6 days—bound to Pictou.
Wednesday, 4th—H. M. B. Snake, Commander. Milne, Kingston, 21, and Nassau 18 days—specie; schr. Hazard, Crowell, St. John, N. F. 12 days—19 tons seal oil to G. P. Lawson.
Thursday, 5th—brig. Mary Ann, Savannah, 19 days—timber to McNab & Cochran.
Friday, 6th—schr. Snowbird, Pierce, Shelburne, 2 days; schr. Arctic, Paitilo, Port Medway, 2 days—lumber; brig. Amelia, Killam, Liverpool, G. B. 42 days—salt, tea, dry goods and wine to S. Cunard & Co.

CLEARED!

June 27th—schr. Murie, Audet, Bay Chaleur—assorted cargo, by Creighton & Grassie and others; Nile, Vaughan, St. John, N. B.; Victory, Penic, P. E. I.—by W. A. Black & Son and others; Woodbine, Robertson, do.—by Fairbanks & Allison and others; Queen Victoria, Montreal, 29th—schr. L'Esperance, LeBuff, Quebec, rum and sugar, by S. Binney; schr. Marine, Blois, Quebec, rum and herrings, by S. Binney; schr. Speedy Packet, LeBretton, Porto Rico, herrings, shingles and molasses, by T. C. Kinnear. 30th—schr. Adelle, Wilson, Birin, Newfld., flour, molasses, tobacco, etc. by W. Pryor & Sons; Favorite, Crowell, St. Andrews, N. B., molasses, sugar, pork, etc. by D. & D. Starr & Co.; brig. Triton, Arrowsmith, Miramichi, ballast, by the master; schr. Matilda, Robinson, P. E. Island, bricks, by the master; schr. Venus, Bulong, Miramichi, general cargo, by J. Allison, A. Morrison, H. Campbell. July 3rd, schr. Gentleman, Babin, Chaleur Bay, molasses, flour, bread, etc. by Hunter & Chambers; schr. Margaret, Conrad, Demerara, dry and pickled fish, oats, etc. by T. C. Kinnear and J. & T. Williamson. 4th—schr. Argus, Kenny, B. W. Indies, dry and pickled fish, staves, shingles, etc. by John Strachan; schr. Carleton Packet, Landry, Montreal, rum, sugar, and molasses, by Fairbanks & Allison; Hugh Hubbard, P. E. Island, merchandise. 5th—schr. Eliza Ann, Landry, Montreal, rum, sugar, &c. by S. Binney and S. Cunard; schr. Active, Kendrick, Placentia Bay, flour, bread, &c. by Fairbanks & Allison; Myrtle, Sulliffe, B. W. Indies, fish, and staves by H. G. Bazalgette; schr. Waterlily, McDonald, Barbadoes, herrings, etc. by J. Cameron; schr. Industry, Simpson, Boston, wood, iron, &c. by W. J. Long—26 passengers; brig. Woodbine, Homer, Nassau, lumber, shingles, &c. by J. Fairbanks; Packet Pictou, Clarke, St. John, N. F. molasses, tea, &c. by Creighton & Grassie and others; brig. Lady Sarah, Maitland, Grant, B. W. Indies, fish, flour, &c. by J. Fairbanks.

MEMORANDA.

Arrived at Quebec, June 17th—H. M. S. Pearl, Commander Lord Clarence Paget, Bermuda; H. M. Schr. Charybdis, Hon. Robert Gore, Portsmouth; Transports Calcutta, Cary, Cork; Venelia, Green, do; ship William Parker, Newfld.; brig. Elizabeth, Pictou. 18th—ship Jessie, Demerara; brigs Amphitrite, Newfld.; Victory, Ernst, Halifax; brig. Consolation, Jamaica; schr. Hertford, Pictou. 21st—H. M. S. Vestal, Jamaica via Halifax; schr. Mary, Pettipiece, Halifax; Triton, St. Kitts. 22nd—Transport Prince Regent, Cork; brigs Fisher, and Emma Zoller, Newfld. Cleared 18th—brig. Baltie, Yarmouth. 20th—Emerald, Jamaica; schr. Two Brothers, Mercier, Halifax. 21st—Beaver, St. John, N. B.; Dolphin, Ristigouche.
Quebec, June 17th—Arrived yesterday, transport Calcutta, May 7th from Cork, with 4 officers, 45 men, 5 women and 9 children of the Dragon Guards, 41 horses. Two of the horses died on the passage. Transport Vonilla, 4th May from Cork, with 5 officers, 36 men, 7 women, 9 children of the Hussars, and 40 horses. They both sailed for Montreal, to be taken, if the wind fails, in tow of the steamer British America.—**MERCURY.**
At Miramichi, June 20th—brigs Aulsea, and Oscar, Newfld. 25th—Enterprise, Dublin. Cleared, 20th—Reliance, Bell, Halifax. 22nd—Bee, Graham, Pictou; Defiance, Curry, Halifax.
At Richibucto, June 14th—schr. Pincher, Brien, hence; brig. Keldy Castle, Fotheringham, hence. Cleared, 23rd—schr. Messenger, Guysboro'.
At Dalhousie, June 7th—brigs Luna, Dumfries. 8th—Prospect, Bordeaux; barque Voyager, Newfld.; Brinda, Arichat. Cleared, Eliza Ann, Landry, Halifax; Carlton Packet, do.
At St. Andrews, June 18th—schr. Caroline, Crowse, hence. 25th—ship Queen Victoria, Liverpool; Northumberland, Sunderland. Cleared, schr. Union, Berbice.
At Charlotte Town, P. E. I. schr. Albion, and Abeona, hence; Hibernia, Newfld. Cleared, Hugh, Betsy, and Sovereign, Halifax.
At Pictou, June 21st—schr. Charlot and Lady, hence. 22nd—Isabella, do; brig. Clyde, Bristol. 23rd—barque Louisa, Hilgrove, hence; brig. Empress, Portsmouth; schr. Superior, Bristol; Susan, Magl. Islands Cleared, 25th—schr. Lucy, O'Brien, Halifax.
At St. John, N. B. 23rd ult. brig. Comet, Hamburg. 27th—brig. Horatio, Quebec; schr. Judge Thompson, do. 28th—schr. Ion, Hammond, hence. 30th—ship Jane Walker, Liverpool. Cleared, schr. Belvidera, Demerara.
At Eastport, 19th ult. schr. Herald, Windsor; 20th—Martha Grace, and Unicorn, Cumberland. 22nd—Henry, and Sarah Ann, Windsor. 24th—George, and Wellington, do. 25th—Shannon, and Happy Return, Windsor.
At Yarmouth, 23rd ult. schr. Margaret, Milonson, Boston. 25th—schr. Ellen, Flint, Grenada; brig. Adelina, Brown, St. Vincent. 27th—brig. Redbreast, Lovett, Demerara. 29th—schr. Germ, Porter, Demerara; brig. Mary, Churchill, do. Cleared, 25th—schr. Spartan, Windsor. 27th—Mary, Hemeon, B. W. Indies.