

by sixty millions. The war which ended in our acknowledging the independence of the United States commenced in 1775, and lasted eight years, increasing by one hundred and four millions our debt. If to these sums we add the additional taxes raised to carry on these wars, and to pay the interest of the loans, together with the expense of the defence of the colonies during peace, we will venture to say that the amount would not be compensated by the whole imports from our colonies since their first settlement or conquest, even had we received these imports without payment either in goods or money.

The United States shew that it is by trading with independent states, and not with colonies, that any real benefit is to be gained. The monopoly of the trade with such colonies as the Canadas it is impossible to obtain; for, with so wild and extended a frontier, there never can be any difficulty in smuggling; nor, in truth, as experience as well as argument teaches, would it be of any great value to secure the monopoly. At all events, in the state of which matters have been brought by the corruption and misgovernment of the Tories, followed as it has been by the course pursued by the Whigs, every right-thinking man would rejoice to see the Canadas emancipated from the control of the mother country, and a friendly and pacific separation effected.

W. TAIT.

[Further extracts on Canada affairs will be found in another page.]

## UNITED STATES.

From the Boston Herald, June 19.

### HORRIBLE INUNDATION, AND LOSS OF LIVES AND PROPERTY!

The Messrs Topliff received by express mail, on Saturday, from Baltimore, a slip of the Gazette, giving the following sad details:—

The most extensive and destructive calamity with which the city of Baltimore has ever been visited, was experienced on Wednesday night last. The heavy showers of rain which descended on that night caused a sudden and extraordinary rise of the waters of Jones's Falls, tearing up the null dams and wooden bridges which cross the upper parts of that stream, and bringing them down against the stone bridges within the city limits. The arches of the latter being thus obstructed, and rapidly choked up by the timber, plank, and other wooden fragments swept away from above, the water rose with a fearful rapidity about one o'clock in the morning, spreading over a large space of the lower part of the city, to a greater or less height, and doing most extensive injury. A calamity so sudden, so unlooked for, and so wide-spread in its effects, occurring too at the dead hour of night, was not confined to the loss of property only; a number of lives were also lost, including, among other cases, a whole family of 5 persons—father, mother, and three children—who were awakened from their sleep, to meet, at a moment's warning, a simultaneous death. The precise number of those who perished is not ascertained. \* \* \*

From the Baltimore American.

**LIVES LOST BY THE FRESHET.**—We are indebted to J. I. Grose, Esq., coroner, for a list of inquests held by him, over the bodies of persons drowned in the freshet of Wednesday night.

—Dougherty, corner of Concord and Water streets.

—Christopher Wiest, wife and three children, Saratoga street.

Catherine Donnelly, Pratt street.

James Doyle, Long Wharf.

Jacob Ockley, Falls Road.

A woman and daughter, names unknown.

The following persons have been drowned, but the bodies are yet unrecovered:—

James Kelly, Henry Linehan, Mr Donnelly, five persons on the Falls Road, names unknown.

A contractor, named Noonan, lost seventeen horses.

Seven persons, resident on the line of the road, are reported to have been drowned, but it is likely the most, if not the whole of them have been reported by the coroner.

The injury done to the Falls turnpike road is much greater than had been previously stated to us. The bed of the road is, in many places, so washed away, as to be utterly impassable, and we learn that, besides the bridge at the turnpike gate, another bridge over the Falls, about six miles from the city, was swept away.

**DISTRESSING STEAMBOAT ACCIDENT.**—We learn from an authentic source, that the steamboat Eagle, was capsized in the Ohio river, by a tornado, on Tuesday afternoon last, a short distance above Portsmouth, and that three persons were drowned. There were twenty passengers on board.

The tornado is represented as being of unusual violence. The boat lay bottom upwards on yesterday morning. — *Cincinnati Whig*, June 8.

The following are further particulars of the SUNDAY RIOT in Boston:

From the Morning Post.

### GREAT RIOT IN BOSTON.

A terrible conflict commenced yesterday afternoon, about three o'clock, between Engine Company No. 20, and a very large Irish funeral procession on East street. There are nearly as many rumors in circulation, as to the origin of the disturbance, as there were parties engaged in it. As far as we could arrive at the facts, they appear to be as follows:—

No. 28, the Extinguisher had just returned from the fire at Roxbury, and had their engine in the middle of the street in front of the engine house when the procession came down the street. Some at the head of the procession ordered the engine to be removed from the street and the company refused to do so. One engine-man was laid hold of, and pushed aside. This was resented by his comrades, but, being greatly outnumbered, they retired into their house. The procession then moved on. The Extinguisher's men in the meantime, prepared to resent their defeat—rang their own bell, and sent a man to ring the Rev. Mr. Young's bell, as if for the alarm of fire.

This plan was immediately successful in calling out No. 11, Cataract, which accidentally fell in with the procession at the junction of Summer and Sea streets; but as the hearse was not in sight at this point, the company were not apprized that the large collection of people they ran in among were connected with a funeral. The Irishmen, however, supposed that they came to renew the former conflict, and at once commanded an attack on the men at the ropes.

The company defended themselves as well as they could, and were soon reinforced by Nos. 2, 6, 8, 9, 10, 13 and 20, and struggling members of the companies.—The funeral was by this time broken up, and the Irishmen fell back into Broad street, where they made a stand. Bricks and stones then began to fly, and deadly wounds were given. The Irish made numerous sallies, discharging their missiles, but gradually gave way on the south. As they gave ground, the dwellings occupied by their countrymen were attacked, and the windows and every moveable article demolished.

There is no reason whatever, to believe that the houses thus assailed, were occupied by the Irishmen who were engaged in the affray.

This outrageous attack was chiefly made by lads about 16 and 18 years of age. Feather beds were ripped open, and their contents thrown out the windows, forming an exact imitation of a snow storm. This work lasted upwards of two hours, the Irish occasionally making ineffectual sallies in defence of the houses. The Mayor was early on the ground, and in one of the sallies was knocked over. The military were ordered out, but as the members of the various companies were naturally much dispersed, they could not be formed till about six o'clock, at Faneuil Hall.

The Lancers, under Gen. Davis, formed the van, and were supported by the Boston Light Infantry, and the New England Guards. The Mayor, Aldermen, and City Council, were also in the line. They cleared the street instantly, and no further violence was committed, after their appearance. They were soon reinforced by the Washington Light Infantry, City Guards, Rangers, Mechanic Riflemen, and Lafayette Guards.

From the Boston Atlas.

As far as we can learn, no blame can be attached to the Fire Department as a body—beyond the excitement growing out of the impression, that one of their companies had been unjustifiably assailed, and, the common error of the times, a disposition to take the punishment into their own hands. There is no reason for charging upon them any of the excesses that occurred in the subsequent progress of the riot. Many of the companies had peaceably retired to their engine houses before the commission of any outrage upon the property of the Irish.

We feel bound to make this statement, in justice to a very respectable and eminently useful class of young men, whose unwearied exertions night and day for the last three weeks, in protecting the lives and property of their fellow citizens, entitle them in the highest degree to the public gratitude and confidence.

**IMPORTANT.**—The Ship Rajah, for Liverpool, sailed yesterday, has on board nearly two hundred passengers, returning to their own home, finding it impossible to get work in this country. Thousands could do the same had they the means. Some of these poor deluded creatures have sacrificed their all to reach this country by seeing handbills stuck up in all the public places through the United Kingdom, that laborers were so scarce women were compelled to carry the load!—A great many were in comfortable circumstances, but now find themselves destitute. This statement can be relied on, as several of the passengers have preserved handbills.—*N. Y. Com. Adv.*

### FARM FOR SALE.

THE Subscriber intending to quit the Province in a short time, offers for sale his—

### FARM, STOCK, FURNITURE, &c.

as it now stands, situated on the West River of Pictou, seven miles from town, on the road leading to Halifax, and intersected by the roads leading from Rogers Hill, Loch Broom, Albion Mines, Green Hill, &c. all of which meet on the property; the new bridge on the river crosses at the door,—forming one of the most desirable situations for business to be found in the county, with every prospect of its soon becoming a thriving village. Three sides of the property front the roads, which will cause it to be highly valuable hereafter, should the possessor wish to dispose of any part of it in Lots. The land is of first quality, well watered, and lying dry; it abounds in freestone of good quality for building, and a sufficiency of wood for fencing, &c.

For further particulars apply to Mr N. Bock, in Pictou, or to **ALEXANDER FORSYTH**, West River, 20th December, 1836. if