THE CHRONICLE.

SAINT JOHN, OCTOBER 8, 1847.

☞ The Mail steamer *Hibernia*, arrived at Halifax on Friday last, in twelve days passage; having encountered stormy weather and head winds during the whole run across.—Mr. James Doherty and Mr. Charles Inches, of this city, came passengers in the steamer.

The news is of an important character. Flour, it will be seen, without an apparent cause, and in the face of a bountiful harvest and extensive importations, had taken a sudden rise of about four shillings in the barrel. The state of trade is generally dull, and the timber market remains in an inactive and depressed condition.

A succession of the most disastrous failures had taken place since the sailing of the former packet, including some of the oldest and most extensive firms in England. The amount of their liabilities is enormous, those of one firm alone being a million and a half. These disasters must of themselves have a depressing effect upon the trade of the country, and their evil influence will have a wide range.

Signs of the Times.—The papers of Monday last dismally wind up one single week's history of the terrible symptoms which are marking the advent of that glorious burst of prosperity, which still say, Messrs. Cobden, Bright, and Co., is so certain and so near. Have the people eyes that they can see—and ears that they can hear! On Monday one failure for £50,000 is announced, and another for an amount of liabilities which is not stated. On Tuesday one crash for £200,000 is recorded, and a second for £40,000—to take the smaller amount stated is only to mislead. On Thursday we are told that one firm has broken with a 'hope' of being put together again, while all around it are going to pieces; and that a second has stopped for £100,000. Two foreign firms in close connection with this country, of course, owe £110,000. On Saturday we hear of three additional failures—one for £100,000, one for £60,000, and one, a little affair, scarcely worth mentioning, only about £10,000 or £15,000 perhaps. And to this is appended the comforting circumstance that Messrs. Lesley, Alexander, and Co., who failed the other day for £600,000, will not pay 2s. in the twenty. On Monday last came the astonishing information, by way of a fitting conclusion to a week of such dire misfortune, that one house alone, having mercantile operations "in all parts of the world," have failed for *a million sterling*. A second consequent failure is stated, and doubtless the fall of this great firm will drag down many more. We have thus in one week the stoppage of eleven English firms announced, the liabilities of seven of which alone amount to the enormous sum of £1,850,000. Taking the other four firms as having failed for 150,000 only, a sum no doubt far below the mark, we have failures to the extent of *two millions* made public on five nearly consecutive days; with assets, expected, varying from two shillings to six and eightpence in the pound! So much for these symptoms of progressive improvement—these shadows of coming events.—*Liverpool Mail.*

The Navigation Laws.—The following facts adduced in evidence before the select committee of last session can scarcely fail to produce a strong impression of the necessity of upholding the principle of the navigation laws in all their integrity.—And first, we may say that history is favourable to the maintenance of the navigation laws. The immediate effect of the passing of the Navigation Act of Charles the second was, that the shipping engaged in the mercantile navigation of the country was within twenty years more than doubled; and under the operation of the navigation laws the mercantile tonnage of the country has rapidly increased, and has now attained the enormous magnitude of 3,800,000 tons. Again, it is a fact that superior ships can be built in Finland 50 per cent., in Prussia 35 per cent., in Denmark and Norway 31 per cent., cheaper than in England, and thus an open competition would be ruinous to all engaged in the construction of shipping in this country. One great cause of this is that labour is much dearer in England than elsewhere, and foreigners can, therefore, both man and build their vessels much cheaper than Englishmen; so that British shipwrights, and British seamen, if the navigation laws were repealed must submit to foreign rates of labour if they would retain their employment. Again, it is a fact that more goods are imported into British ports than into all the rest of the world put together. This "reciprocity" treaties, as they are called, must be unequal, and place us at a disadvantage. We are bartering a large market for a small one. We are opening ports for the admission of the cargoes of fifty vessels from a foreign country, which cannot import goods enough to fill one British ship in return. These are all proved facts. And when to these we add this other fact, that no means have been suggested by which, if the navigation laws were repealed, an efficient naval force can be maintained for the defence of the country in time of war, we think it is pretty plain that though an unrestrained shipping might do very well if all the world were one vast Utopia, yet, under the less existent happy circumstances, such a principle of protection as that on which the present navigation is based, is essential both by the prosperity and safety of the empire.—*Shipping Gazette.*

Court Martial at the Salford Infantry Barracks, Manchester.—A few days ago seventeen privates belonging to the band of the second battalion of the First or Royal Regiment were tried in the infantry barracks, Regent-road, Salford, before a district court martial, (of which Major Rotie, R.A., was the president,) for assaulting on the 3th of August last, Mr. Castaldini, band master of the regiment, and for refusing, after the commission of the assault to halt when ordered to do so by Serjeant Major Wilson, of the First Royals. The result of the trial has been confirmed by the Lieutenant-General commanding the district, in as follows:—Mullins and Showers, adjudged each to 168 days' imprisonment, with hard labour; Smith and Harris, each to 112 days' imprisonment, with hard labour; Richardson, Ashwick, Baxter, Murphy, Power, and Weber, each to 84 days imprisonment with hard labour; Brown, Cummins, Cook, McFarlane, Saunders, and Sidwell, adjudged each to 56 days' imprisonment, with hard labour. Peter Healey, who stood his trial with the above named prisoners, has been acquitted. It is understood that the non commissioned officers, implicated by the evidence they had given in the case of the men, had been acquitted.

[*From the Liverpool Mail, September 18.*]

Mr. Mark Philips, who is one of the lumaries of Manchester, and its late representative in parliament, is ludicrously perplexed in offering his advice to the operative cotton spinners on the subject of stopping the mills. From his letter addressed to one of the delegates, we extract the following startling confessions:—

"I have *long been of opinion* myself, that nothing short of a discontinuance of work in the cotton spinning factories, until the raw material could accumulate to such an extent as to form a stock equal to the average quantity left on hand, until the result of the crop of 1847 could be ascertained, and began to come forward, could place the trade in a safe position prospectively.

"The delegates appear to take the same view as I have done, but cannot any more than myself be blind *to the great difficulty of accomplishing such an object.*

"The first great consideration with me has been the suffering which the entire stoppage of the mills would instantly occasion to the unfortunate operatives themselves; suffering aggravated so intensely by the enormous price of bread. This consideration has doubtless been foremost, likewise, in the minds of the millowners; and I rejoice to find that the operatives have appreciated their motives, and tender them their thanks for having reduced the period of work instead of reducing wages merely. *I know instances myself where the losses of millowners this year have exceeded £500 per week by continuing their operations.* Ruin would be the result of such operations in a short time, and capital sunk is only the destruction of the means of future employment.

"The employer and the employed have each of late been placed in a position of great suffering and mental anxiety—a position which I can only too painfully understand, having myself, at no very remote period, been taught it by experience.

"Neither can I shut my eyes to the fact that the cessation of the operations of the cotton mills must instantly effect a *large body of labour beyond the mere factory hands. The weaver, the dyer, the printer, the bleacher, &c., must partake, more or less in the suspension of labour.* The experiment is so bold that it requires more consideration than I can give it here, without the advantage of personal communication with employers and employed, before I would venture to affirm that the *remedy would be less formidable than the disease.*

Mr. Philips says that he has held these opinions for a "long time;" how long he does not explain. He informs us he knows certain millowners who have been losing in the current year £500 a week. And although he admits the necessity of closing the mills, until cotton and wool shall fall, and cotton goods rise in price, he has his misgivings whether "THE REMEDY WOULD BE LESS FORMIDABLE THAN THE DISEASE!"

This, then, is the state of the manufacturing interests—this the condition of the men who boasted that England could only be saved, and wisely governed, by the intellect of Lancashire and Yorkshire, as it was represented in the "Anti Corn-Law League."

If the late member for Manchester had plainly told us, what is the truth, that these men of mighty intellect, who alone are competent to rule and enrich England, are a set of presumptuous blockheads struggling with insolvency, caused by their own ignorance, we should have held him in higher esteem. He is right, however, so far. The stoppage of the mills would not cure the evil. Many of the millowners cannot afford to stop, well knowing that if they do, it would be a final stop for them and their machinery. But to work short time they think will lower the price of the staple, and raise the price of the manufactured article. Supposing this to be the case, what would be result? Remove the pressure from the shoulders of one set of men and place it on the shoulders of another set. The holders of cotton would suffer, the bleacher, the weaver, the printer, and the thousands of families dependent on these occupations. Reducing the price of cotton wool would be like giving a bounty to the foreign manufacturer. It would be a fortunate thing for the spinners and weavers of Belgium and Germany. It would enable them to compete with us to more advantage.

Look, therefore, at the proposed remedy in whatever light we will, the difficulty is the same. The manufacturers are all on the brink of ruin, and Mr. Mark Philips knows it, regrets it, deplores it, but is either unable or ashamed to point out the only remedy. It must strike the reader how mysteriously silent Mr. Philips is on the *cause* of the calamity. The grand principles of the men of superior intellect are not alluded to in the remotest degree. The genius of the League is not invocated. The sentiments of the unadorned Cobden are not consulted. The inspired bleacher—the Elijah of the mills—the prophet of Stockport, has fled himself in some distant cave, and cannot be found. His worshippers are at their wits ends—capital is disappearing—steam power is unproductive—and the operatives have starvation staring them in the face, and winter dawning upon them in its shivering blasts, and its chill frosts. But where is the prophet?

The late member utters not a word on the subject of free trade, the Corn Laws, the principles of the League, and the measures of Sir Robert Peel. The reason for the ominous silence may be guessed. Mr. Mark Philips knows that these persons, and these principles have involved the manufacturers in the common ruin which will next fall upon the agriculturists. We have said it, over and over again, and declare once more, that every quarter of wheat, and every barrel of flour, which are imported into this country, lend encouragement to foreign manufactures. The untaxed soils of Europe and America will supply the people of these countries with the means, that is, the capital, required for the establishment of factories and mills—the power of spinning and weaving, of smelting and casting, moulding and turning, boring and polishing, for themselves. They had no other mode of procuring the required appliances. Their land was to them comparatively worthless—its productions entirely as a medium of exchange. Now we have opened to them a new source of wealth. They will send corn to feed the people of England, but will they take in return the manufactures of England? Certainly not. The mighty influence of the Cobden order, with which this country is favoured, have long been accustomed to sneer at the small intellects of the rest of the world, and express, in vulgar pride, their utter contempt of foreign rivalry; but this insolence originates in the blindness of intolerable ignorance. The governments of Europe know in what the interests and welfare of their people consist. It was our colonial resources and our isolated and self dependent system, which made England what she is, or rather what she was. She rose, a little speck in the sea, to be the most magnificent empire which Providence ever blessed, or the sun ever shone upon. We wanted nothing from foreign countries which it was not their interest to send, and our interest to receive. The policy of our elder statesmen was to encourage manufactures, and they succeeded, by making the soil contributary to that success. The plough and the loom were employed in harmonious action. The one protected the other. Our colonies supplied us with sugar, cotton, silk, rice, coffee, spices, timber, rum, ginger, drugs, and hundreds of important products; and in return we sent to these colonies bread and provisions, and the manufactures of Manchester, Birmingham, Sheffield, Nottingham, Glasgow, Leeds, Frome, and Spitalfields. This was fair reciprocity. With all foreigners we were willing to exchange what we excelled in producing for what they excelled in producing or manufacturing. And we prospered accordingly. Corn alone, the principal staff of life, by the cultivation of which the hardiest and most moral part of our population earned their daily bread, we protected, and refused to expose to foreign competition. And why? Because our soil was heavily taxed. The burthens of expensive wars—the burthens arising from the dispensation of justice and the prosecution of crime—the burthens of a national church, the purest in the world—rested upon the soil: and consequently the measure of protection was only in the ratio of the internal pressure.

But what have we now? The arrogance of manufacturers in the full blaze of sordid ignorance, claiming the right to spin and weave for the whole family of man. We have no king upon the throne—no firm and wise paternal sovereign—no father to protect his children or resist democratical aggressions. A parliament, called a *reformed* one, but the most selfish, corrupt, and unscrupulous one that ever sat in these realms, resolved to alter which they did the old commercial policy of England. They reformed and deformed everything. They promised the common people unbounded prosperity. They told them that they would make bread cheap, wages high, and that every working man in the progress of their commercial improvements, would have a capon in his pot, a silver spoon in his mouth and a sovereign in his pocket."

But have these splendid promises been realised? Have Huskisson's reciprocity acts, or Robinson's dreams the super-sanguine calculations of Lord Ressel, or the boasting and swaggering of the free traders, been fulfilled? We have no Corn Laws, few protective duties, no colonial restrictions, but on the contrary our ports are open to the whole world, and what is our condition as a nation? A deluge of bankruptcy such as has not swept over England since the recoil of the South Sea scheme. We have a torrent of foreign corn, and an inundation of dishonoured bills, of repudiated drafts, and insolvents thick as the leaves of Valambrosa. It is not the corn speculator, nor the bill broker, nor the general merchant, that we sympathise with. They, in most instances, are the authors of their own ruin, in carrying out their own principles. But look at the working man now in the prospect of a large loaf, now rejoicing in the importation of foreign bread, duty free, but deprived of labour, and unable to avail himself of the long-desired cheapness. What does it avail the artizan if the quarten loaf be at sixpence, instead of tenpence, when he has no sixpence to buy it!

We warn our readers against all the prevailing specifics for restoring prosperity. They are the last desperate remedies of a disappointed and detected imposter. The cry for more paper money is a subterfuge and a snare. What does the great commercial circulating medium consist in? Bills and acceptances at two, three, six, and nine months. These, in prosperous times, are as good as notes of the Bank of England. But in a period of depression and alarm, and a false system of trade, like the present, this kind of money is not negotiable, and consequently possesses no available value. If the resources of the Bank were four times their legal amount they could not be turned to use. Why? Because who that has money would exchange it for such paper? A bartel of flour that was worth fifty shillings two months ago, is to-day worth only twenty-seven shillings. Who then would be mad enough to discount a bill covering the former nominal but unreal value? The same argument applies to wheat, Indian corn, and sugar. And for the millowners carry out their views of working short time, the value of cotton wool will fall in the same degree. If the country is to be saved at all from a terrible revolution, it can only be by returning to old principles and the protective system.

*See the speeches of Mr. Prosperity Robinson and William Huskisson.

THE QUEEN LANDING AT FLEETWOOD.

There is no longer any doubt that it has been determined her Majesty will land at this place, and proceed by railway to the metropolis. There is a strong probability that the arrival of the squadron will not take place before Sunday at the earliest; but Monday is more likely to be the day upon which the auspicious event will take place, and in that case her Majesty, the Prince Consort, and suite, will not take their departure for London until Tuesday. The departure of the court from the Highlands will not take place until Friday. The same evening the squadron will anchor in Cambletown bay, which is distant 140 miles or eleven hours' sail from Fleetwood. If a head wind should prevail, the distance could not be accomplished in less than twelve hours. The time of high water will be five o'clock on Saturday, and as it would be impossible for her Majesty to arrive in London until after dark,—and night travelling is invariably avoided, if possible, there can be little doubt that the Queen will remain in the yacht till the following morning.

The state railway carriage will be situated about sixty yards from the north end of the new wharf, and a covered way is constructed from the point of debarkation to the carriage. The end nearest the front wharf will be disposed, for the length of about one hundred yards, as a reception room, or saloon, and will be most handsomely decorated. In this hall Henry Houldsworth, Esq., the chairman of the Lancashire and Yorkshire Railway Company, with Mr. Higgin, the managing director of the company at Fleetwood, will receive her Majesty. Sir Hesketh Fleetwood and the deputation from the town will here present an address if the Queen should determine to receive it in person, and the High Sheriff, William Gale, Esq. of Lightburn-house, it is expected will also be present. The covered way will be handsomely festooned and decorated, and a handsome crimson cloth will be laid down the entire length.

The railway company are now making arrangements for the accommodation of the passengers along their line which will be amply sufficient for all, but the privilege will only extend to those who, at the time of their departure from Manchester or other stations along the line, take return tickets; two tickets will be given to each person, one to be given up to the guard on the journey to Fleetwood, and the other to be retained for the return, and the production of this reserved ticket will entitle the party holding it to admission to the wharf free of any extra charge, the first class passengers being entitled to the best places, and the other classes in rotation; for those who intend remaining at Fleetwood no free accommodation will be provided, but by paying of a small charge admission will be had to booths which will be erected behind the wharf and on the opposite side of the road to the houses facing the wharf. This land has been let by the railway company for the purpose.

A royal salute will be fired from the guns opposite the North Euston Hotel on the passing of the royal yacht.

The result of the various trials among the ships composing Sir Charles Napier's squadron is reported to be, that the Queen 110, is the smartest handled ship in the force, the St. Vincent the next, the Howe third, and the Caledonia last. The Vengeance is the fastest sailer of the squadron. The steamers had not been tried separately. As a steam frigate the Amphion is pronounced a complete failure, not an admirable sailing man-of-war. She has come home to have her machinery again put to rights, never having been able to use it since she left England a few weeks since.

The Baron de Rothschild's Eligibility as M. P.—In consequence of doubts which have been raised with regard to the difficulty in the way of Baron de Rothschild taking his seat in the House of Commons, some parties, feeling interested in the matter, laid a case before Mr. C. Egan, the Chancery barrister, and the view taken by the learned counsel is highly favourable to the hon. member's return. It is to the following effect:—First: I am of opinion, that Baron de Rothschild, having been duly elected one of the members of Parliament for the City of London, is not, by reason of his being a member of the Jewish persuasion, debarred from taking his seat in the House of Commons.—Secondly: I am of opinion, that Baron de Rothschild may lawfully be permitted to take the oath of abjuration according to the usual manner of the Jews, viz., on the Old Testament.—Thirdly: I am of opinion that the oath of abjuration may lawfully be administered to Baron de Rothschild, omitting the latter words contained in stat. 6, Geo III., cap. 53, "upon the true faith of a Christian." The learned counsel supports his opinion by a most erudite argument, and cites various ancient charters and legal decisions to show (notwithstanding that some writers infer to the contrary,) that for upwards of 700 years the manners, customs, and religious principles of the Jews have been respected and admitted in judicial matters; that whenever a member of the Jewish persuasion has had occasion to book his affirmation, he has been allowed to do so "on his book," i. e., the Old Testament; that this right existed so early as the reign of King John. (A. D. 1200.) and that there does not appear to be any ordinance, statute, or legal decision to the contrary.—*Globe.*

Mr. Hudson, M. P., stated last week, at the annual dinner of the Whitby Agricultural Society, that he had purchased landed property in the county to the amount of £700,000.

The Right Hon. Edward Penefather, late Chief Justice of the Queen's Bench, Dublin, expired after a long illness on Monday last, at his residence in Fitzwilliam Square, Dublin.

According to the last official census the population of Prussia is 15,800,000, of whom 6,250,000 are Protestants, 5,800,000 Roman Catholics, and the rest belong to other religions. The army numbers 115,000 men.

Suppression of Prostitution.—It having been ascertained that a large number of the houses of a certain description, into which young and inexperienced females are inveigled, are kept by persons of the Jewish nation, the present High Priest or Chief Rabbi (Dr. Adler) has, within the last week or two, caused it to be intimated that no member of the Jewish persuasion who is the keeper of an improper house, either directly, or indirectly will be permitted to attend the synagogue, nor be acknowledged as one of the people: that neither their sons nor their daughters shall be allowed to be married according to the Jewish ritual, nor will any of the religious rites be performed at the birth of a child; and should the party die at the time of keeping such a house, he will be refused the right of sepulture; no prayers will be said, nor will they be interred amongst their forefather, but be buried behind what are termed the boards, the same as if the party had died accurst.—*Sunday paper.*

LIVERPOOL TIMBER MARKET.

The following statement shows the supplies of the leading articles of Colonial Wood from 1st February to 18th September, contrasted with those for the like period of former years.

Import from:	Since 1st Feb. to this date	Same time last year.	Average for the same time in the four previous years to this.
Quebec	128,344 loads Pine	158,017 loads Pine	227,577 loads Pine
St. John N.B.	98,504 " "	149,799 " "	141,896 " "
Other Ports	4,985 " "	4,969 " "	5,361 " "
Quebec	32,342	52,176	48,124
St. John N.B.	61,078 pc. Dds	73,256 pc. Dds	97,255 pc. Deals
Quebec	750,645" pcs.	619,550" pcs.	420,923" Pcs.
St. John N.B.	2,145 lgs. oak.	2,415 lgs. oak.	1,558 lgs. Oak.

The prices of Colonial Timber remain at the same low rates quoted in our last printed circular, being about 10 per foot lower than they were at this time last year. The supplies continue on a more moderate scale than has been usual at this season, nor can we learn that the deficiency is expected to be made up for some time to come. Dealers, nevertheless, at present decline to stock themselves in their accustomed manner, caused in some measure by a distrust arising from excessive failures in one or two branches of trade, and influenced by the general depression which exists throughout the manufacturing districts; whilst some importers prefer to store their cargoes; rather than accept the present low prices.—[Duncan & Ewing.

EUROPEAN CORN TRADE.

LONDON.—Since the sailing of the Britannia, the market for all kinds of Grain and Grain produce has become firm: and latterly, in the face of extensive arrivals from abroad, and a stringent money market, prices have had an advancing tendency. On the 6th inst. Wheat and Flour gave way 2s per qr and 2s per bil respectively. On that day United States and Canada Flour was sold at 21s to 21s per barrel. On the 8th the market took a turn, and rather more money was paid for both Wheat and Flour. This advance on the 10th had crept up to 2s per quarter on Wheat, and Flour 1s. per barrel. On the 13th there was the largest attendance of buyers from all parts of the country that we have known for many months past.—Besides this, the French and Belgians are again in the market, their stocks being very low. A large business was done in all descriptions of Wheat at an advance of 2s per qr: and in some instances English was 3s to 4s per qr. higher. Barley was rather cheaper, and in good supply. Barrel Flour commanded 2s to 2s 6d per barrel; and Indian Corn having assumed considerable firmness in the Irish markets, holders demanded advanced rates, but few transactions were reported. At the market held on September 15, there were only moderate supplies of Wheat and Flour. 1030 qrs of English and 5500 qrs of foreign Wheat, and 880 sacks of English Flour, constituted the entire quantity offered. Not a barrel of foreign Flour had come to hand since the end of last week. The demand both from local as well as distant buyers was good, and a further improvement of 1s to 2s per qr upon Wheat, and 1s to 2s per bri upon Flour, was readily realised.—Oats were also a better sale at rather better prices. Barley, Beans, and Peas without any quotable variation in value. Yesterday, Sept. 17, Wheat and Flour obtained the rates of the 15th, barrelled Flour commanding 29s for the finest brands. Barley was dull, and the turn in price was in favour of the buyer. Oats were in good request at an improvement of 6d per quarter.

LIVERPOOL.—The trade has become firmer since our last report, and, notwithstanding the state of the money market higher prices have been paid. The arrivals from abroad during the week ending the 7th of September were large. On that day there was a numerous attendance, and a very large retail business transacted. Wheat brought the full currency of that day week, and as choice fresh samples are getting less plentiful, such in some instances brought rather more money. Oats were on show of sale at the reduced prices of the 2nd. There was a moderate sale for Barley and Beans at former rates. A considerable business was done in the lower qualities of Indian Corn at former prices.—Oatmeal was 2s to 3s per load cheaper. The sale of Flour was extensive, and 2s 6d the established price of Western Canal. Considerable purchases were made for Ireland and for transit to the interior. A little new Irish Wheat sold at from 6s 6d. to 7s 3d. per 70lbs. A few new Oats at from 2s. 10d. to 3s 2d per 45 lbs. and as the supply of new Oatmeal was small, it brought 37s per 240lbs. The market held on the 10th was well attended, and an active demand for Wheat, at an advance of full 4d per bushel; the principal purchases were made for the country. Oats brought very full prices, and although nothing decisive is to be gathered from the accounts, it must be evident that the American army is in a critical position, provided the Mexicans take advantage of it; and further intelligence will be anxiously looked for.

The news from Mexico, brought by the steamer *Admiral*, will be found of an important character, and although nothing decisive is to be gathered from the accounts, it must be evident that the American army is in a critical position, provided the Mexicans take advantage of it; and further intelligence will be anxiously looked for.

His Excellency the Lieutenant Governor, and the Honor the Chief Justice, left town yesterday morning for Fredericton.

The American Mail steamer *Washington*, 1750 tons, is advertized to start from New York on the 25th of November, for Bremen, on Friday, calling at Southampton and Cowes. The Sarah Sands is to sail on the 6th instant for Liverpool; and the Guadalquiver for Havana on the 12th.

Explosion.—On Saturday about one o'clock, the boiler at Messrs. Short & Estey's steam saw mill in Portland burst, scalding three of the workmen, one very seriously. The mill is damaged considerably.

Steamer for Woodstock.—A steamer of light draught of water has been recently built to run from Fredericton to Woodstock; she is called the *Carleton*. The Woodstock Telegraph says that "she could only reach the Falls, about twenty miles below that place, and was obliged to turn back after having passed nearly through, owing to three or four rocks imbedded in the channel that obstruct the natural course of the current, and give the ?? ?ag direction. It was not the scarcity of water that caused the return of the boat, but the crookedness of the channel." How did Mr. Whitney's large steamer the Novelty, get through this crooked channel—probably it was because she had the power to accomplish it, which the Carleton has not.

The Foundation Stone of a new Orange Lodge was laid at Woodstock on Monday last, by the different Lodges of the county of Carleton.

Parliamentary Society.—At the last annual meeting of this Society, the following gentlemen were chosen Office Bearers for the ensuing year:

Richard Seely, President, vice J. W. Lugrin, Esq. resigned;
George Hutchinson, Vice President;
Robert Thomson, Treasurer;
Charles Cammidge, Conductor;
E. B. A. G. Blakslee, Secretary.

Signor Blitz is performing to large audiences at the Library Rooms corner of Leonard street and Broadway, New York.

Death of Doctor Andrews.—We deeply regret to learn that Frank Andrews, Esquire, Assistant Surgeon of the 23rd Regiment, died last evening at 11 o'clock, of the malignant fever brought into this country by the emigrants which have arrived in New Brunswick during the present season.

Dr. Andrew has fallen a victim to this fatal malady from his kind exertions in assisting the medical gentlemen belonging to the city to save the poor creatures who have been so cruelly and unceremoniously forced on this community, and his death has produced feelings of the deepest regret among all classes. Dr. Andrews, a few days ago, was in the full vigor of youth, with the prospect of a long and happy life before him, and has been cut off under circumstances of the most melancholy and distressing description.—*Fredericton Head Quarters.*

Robbery.—A well dressed scoundrel, calling himself Robert Kerr, took lodging at the Woodstock Hotel on Tuesday night last, stating that he intended starting in the morning Stage for Fredericton. Above an hour after the stage had started Mr. Akerly discovered that a silver watch belonging to Mr. Robert Kerr, Wicklow, who had been stopping there a few days, was missing; and at once suspecting his lodger of the evening before, accompanied by Mr. Charles English he pursued the stage, which he overtook about twenty five miles from there, and found Mr. Kerr in possession of the watch which he had stolen from his namesake. He was arrested on a warrant from a Magistrate at Pogdock, and committed to Fredericton gaol.—*Woodstock Telegraph.*

H. M steamer Growler arrived at Demerara on the 10th ult., in 18 days from Sierra Leone, bringing 459 African emigrants. This was the first arrival under the new scheme devised by Government for supplying the sugar colonies with labour, and the importation proved a most acceptable one to the planters.

Quebec, Sept. 28.—Yesterday and this morning the 43th regiment arrived in two divisions from the Canada West, and have embarked on board the troop ship *Bellerite* for Halifax. She will also take down the 82nd Regiment.—*Morning Chronicle*

Twenty five persons seriously hurt at Prince Edward Island.—The Advertiser states that a large number of men were engaged, on Thursday, in erecting the frame of a Roman Catholic Chapel at Crapaud.—All the lower part of the frame was raised, but not properly secured, when the *tie beam*, on which there were a number of men, suddenly broke, and the whole frame fell to the ground, burying some beneath, and knocking others several feet from the frame—seriously injured twenty five persons. Some of them remained insensible up to yesterday morning—one man has both legs broken. Fractured skulls, dislocated joints, and broken bones constitute the majority of the injuries. Want of precaution, we are informed, is the cause of this melancholy accident.

Newfoundland, September 10.—We regret to learn from various outports in the northern part of this District, that the greatest distress has begun to prevail among the unfortunate inhabitants. An almost total failure of the fisheries, and an unprecedented short crop of potatoes, owing to the difficulty experienced in procuring seed in the spring of the year, have combined to reduce many of our industrious fellow colonists to the very brink of starvation.

A fine ship of eight hundred and fifty tons called the Chippewa, from Quebec, bound to Liverpool, with a cargo of Flour and Railway Sleepers, put into this port on the 17th instant, in a leaky condition; she left Quebec on the 1st instant. The Chippewa reports that the ship Emma, from Quebec, laden with Flour and Provisions, and bound for England, had been run into by another vessel, which took off the crew of the Emma, and landed them at Quebec. The Emma, it is understood, was the ship which the Venerable went out after when last here, and which, it will be remembered, she was compelled to abandon off Petty Harbour.—*Post.*

Mr. Edward Mathews formerly junior publisher of the Yankee Blade, and brother to the present editor of that paper, was murdered at Waterville, Me., on Thursday night last. Mr. Mathews had been, within the week, to Brighton Market on business, and upon his return to Maine, he is known to have drawn the sum of $1500 from the Traders Bank, and is supposed to have had about his person over $2000 at the time of his death.

War office, Sept. 3—69th Ft.—Maj W Blackborne, to be Lt Col w p; Capt C J Coote, to be Maj, vice Blackborne; Lt T J Kearney to be Capt, v Coote; Lt E P O Shea from 17th Ft. to be Lt, v Bowen, app Adjt; Ens W S Miller, to be Lt, v Kearney; Gent Cadet H C Strickland, from the Military College, to be Ens v Miller; Lt T Bowen, to be Adjt; Col Serj E Smyth to be Qmr; Assist Surg J R Thomsen, M. D., from 17th Ft. to be Surg; A S Willox, Gent Assist Surg.

The Secrets of the Gas House.—If gas works really do yield gas at an almost nominal price, compared with what the companies charge for it, one would naturally expect that in such cases as those of public institutions, which may happen, as a few of them do, to make their own gas, and make no secret of their accounts of cost, and profit the result would inevitably come out. Now we (*The Builder*) have long been looking for just such a little secret, and out it comes at length: From the *Leeds Mercury*, it appears, that at the Wakefield house of correction the gas used is made on the premises at 5d. per thousand cubic feet. The actual price demanded in the metropolis is 6s. for the same quantity.

Thanksgiving in Massachusetts.—The Governor of Massachusetts has appointed Thursday, the twenty-fifth day of November next, to be observed as a day of Thanksgiving and Praise throughout that State.

Drowned.—A young man named Kirkpatrick, son of Mr. B. Kirkpatrick, of Simonds, was drowned in Ten Mile Creek, by falling from a bridge in the 20th year of his age.

Accident.—Last week Mr. Carver, Parish of Portland, was unfortunately being jammed between two vessels in the slip.

The "Monster Bell" for the Mexicans by the Messrs. Meneely, of Troy, left here to this country by the Orpheus, was taken up from the wharf and landed it near the Cathedral yesterday afternoon, about half-past four o'clock. This bell, we understand, weighs fourteen thousand pounds, and is destined to its destination by, we should say, one hundred men, who manned four carts, and a large crowd who cheered lustily as it was dragged along the way.—*Montreal Courier.*

The Quebec Mercury of the 28th inst. has a very flattering account of the launch of the steamer Prince of Wales from the yard of Messrs. Price & Co. at Wolfe's Cove, Quebec, and Lake Superior Mining Company. A Report of the proceedings of the General Meeting of the Company held on the 23rd instant, at Quebec. This company have purchased locations, of ten square miles each, on Lake Superior, together, 80,000 English acres. Mr. Logan has been engaged a Mr. Matthews, a gentleman of considerable mining experience, who has been employed in superintending the mines in Venezuela and Spain. The Quebec Mercury says the whole superintendence of the mines is entrusted to Mr. Matthews, and he expresses the most flattering opinion of the richness and value of the copper mines at Point-aux-Mines, which are said to be capable of yielding from 50 to 60 per cent of copper, and the present price of copper of this quality is about £90 per ton. It is remarked in England that ores yielding only 20 per cent. "The rest of the ore is generally found in blocks of 'black metal'." similar to the ore from Chili, exported to Boston and Swansea. The principal difficulty under which the Company appears to labour is the expense of transporting the ores after they are raised to the surface, as they have to be carried on mules for a long distance over land, always a tedious and expensive process.

Terrible Mortality.—Emigrants to Canada who have died on board ship bound, after they left Liverpool, one thousand one hundred and four.

IMPORTANT FR

The steamer James L. D. Orleans with later advices. An extra New Orleans Pic received by the express and York Sun office, gives the fo

The Mexican commissioner the propositions of Mr. Te hostilities recommenced, and taken on the 10th of Sept. at fighting on both sides.

The Mexican Gen. Bra Anna was wounded, and his remnant of his army to Gua

General Scott's loss is st the Mexicans at 2500. An to assassinate the General,

In consequence of Mr. Te declared inadmissible, Gen diately convoked a council, decided that notice should that the armistice was at an 9th ult. for the occupation

On the 5th Sept. Gen. Sc Santa Anna from Tacubaya ing exhibited several articles

One of these violations w American army to obtain s Mexico.

Gen. Scott demanded u reparation, and concluded

If these are not give notify you, that if I do not h satisfaction, on all these p tomorrow, I shall consider ted from that hour.'

To this letter Santa Anna his length, and with great

He accused Gen. Scott laied the terms of the armi flour from the mills in the into the city.—He says that were driven out of the city reasonable conduct of the offic

Santa Anna also charg having sacked the Mexican the capital, and robbed and —stealing and destroying every Mexican.

Santa Anna concluded th

"I flatter myself that yo convinced on reflection, of t but, if by misfortune, you text to deprive the first citi ment of an opportunity to ir tion of the horrors of war no other means of salvat force, with a decision and obligating impose upon me Mexico, on the 7th ult. Gen. Scott the city of Mexico, addressed them to exert all their influ to arm themselves, and pre can Army.—On the 8th ult. Mill del Rey or King's Mill ity of Chapultepec, and del Gobierno and the Bele conflict, in which we (Ame killed and from 600 to 700

Our (American) forces to have.

The accounts of this affa represents this battle to be one, and most severely co ever, is a Mexican account cludes as follows:—At o commenced a retrograde a o'clock P. M., he wandered boys, and abandoned the ed, blowing up the house o phic spelling.)

Some say it was set Chapultepec. It is believ and Pierce directed the m in motion about eight inst

It is certain that the R brisk, than at Chernbus ascertain the loss of either

Our (Mexican) loss is killed, and 250 wounded, wess, and upon his return to Maine, he is known to have drawn the sum of $1500 from the Traders Bank, and is supposed to have had about his person over $2000 at the time of his death.

The enemy (according to Brisbane who came over with rived off 400 dead, and 600

We cannot the loss o (since dead), Colonel Ball Harris, Galvare, and of Marines of Puebla.

A Mexican letter announ Deserter, *Riley*, and his *severity* to *murder* were ap Court Martial to be hung approved by General Scott Sept. the whole Legion wo *the American Army*—as a *Dorsey* (!)

The *Diario Del Gobier* Gen. Worth this morning, *On* motion of Mill del. Re Cattle Whipee.

The numerous and bri repulsed by our valiant gave brilliant proofs of the

More than a thousand the field of battle; and on loss has been less than

The traitor Santa Anna the column which forced