The Re-Interment of General Brock's Remains.

We copy the following remarks from the *Niagara Mail*, of a late date:

The ceremony of the re-interment of General Brock and the laying of the foundation stone of the new monument at Queenston will take place on the 13th of October, the anniversary of his glorious death. After so many delays during the lapse of over thirteen years since the destruction of the old monument—it is still gratifying at last, to see the noble work resolved on by the assembled Militia of Upper Canada, in July 1840, in progress to a rapid completion. Twenty nine years ago on the same memorable 13th of October, the remains of General Brock were taken from Fort George and interred on Queenston Heights, amid such a concourse of the people of Upper Canada as had previously never been witnessed in the Province—and the tears of thousands testified to the sentiments of affection, pride and gratitude which filled all hearts—and even now, at a period thirty years later, the event of the interment of his remains, now but honorable dust, awakens the strongest emotions among our people. Although with most of us, General Brock's memory is but historical—few indeed remaining of his old companions in arms and victory; yet no one acquainted with the annals of the Province during the brief administration of Gen. Brock, will wonder at the fond regard with which his memory is cherished. His civil administration was extremely popular, and his familiar intercourse among all classes of the Canadian people make him universally known, and to know General Brock was to love him. When the war broke out, our country was weak and defenceless—the whole population of Upper Canada did not exceed 70,000; while its total military and naval force, for the defence of a frontier of 800 miles, with exposed communications on the whole line did not exceed 1500 men. A general feeling of despondency naturally prevailed; partly from a consciousness of the extreme defenceless state of the Province—partly from the exaggerated and boastful language used in Congress, in which the conquest of Canada was assumed to be a matter of the greatest ease. The late Henry Clay, a foremost leader of the war party, had declared on the floor of the House, that—"It is absurd to suppose we shall not succeed in our enterprise against the enemy's Provinces. We have the Canadas as much under our command as Great Britain has the ocean, and the way to drive her from the land. I am not for stopping at Quebec or any where else, but we will take the whole continent from them, *and I wish never to see peace till we do.*" We may record here that the same Mr. Clay signed the treaty of peace at Ghent!

Language like the above in Congress, repeated in the flaming proclamations of Gen. Hull in the west—while it did not frighten the people, yet made many to despond as to the result of the contest. But when General Brock issued his memorable proclamation, and called for volunteers to go with him to fight the invaders under Hull, a feeling of confidence arose every-where—the strife of politics was instantly hushed in the common danger, and the Militia rallied with enthusiasm round a man whom they knew and loved. Brock as prompt in his movements as he was daring in his conceptions, devised the capture of Michilimackinac, in opposition to the cautious policy of Sir George Provost. This gave the enemy a foretaste of the character of the man, and caused them to shrink from his presence as he advanced to the western frontier. His achievements at Detroit and his subsequent fall at Queenston, are matters of ordinary history; they need no repetition. But this fact cannot be forgotten in reference to them, that the rapid success of General Brock in defeating the enemy, and still more perhaps, his fall in defence of the country, infused such a spirit into the people that the exertions were never forgotten during the contest; and it is not too much to say, that the series of brilliant achievements performed by the defenders of Upper Canada, owed much of their success to the example of Brock, who taught them how to conquer.

At that day, as at this, it was difficult to decide whether the civil or military character of General Brock ought to be rated highest. But in truth, with him, the mild graces of the virtuous and amiable citizen where so blended with the chivalrous character of the brave and generous soldier, that *they formed a whole, but rarely* found united in the same individual. *None who knew him ever* uttered a harsh expression over his memory—on the contrary, they find it difficult for language to express their fond attachment for their old chief.

Gen. Brock was an eager discoverer and warm rewarder of merit wherever found, and some of the most eminent individuals in Upper Canada, are proud to owe their first rise in life to his generosity and discernment. Among them we may mention the worthy Judge who this week is sitting on the Bench in Niagara. General Brock discovered in a humble, but brave soldier of his regiment, a man worthy of his care. He instructed him, promoted him and left him on the road to greatnesss, and the once humble soldier of the 49th, is now Chief Justice Macauley, of the Court of Common Pleas of Upper Canada.

Such in brief was the man whose remains, after an act of the most wanton destruction in 1838, are to be committed to the earth, and a higher and fairer monument to be erected over him by the voluntary offerings of the Militia of Upper Canada. That such an interest should be felt among another generation for a man who died forty-one years ago, argues a degree of merit in the object of such prolonged regard, such as the world rarely displays; and it is no less honorable to the character of our people, that they are not and never, we believe, will be, ungrateful to the memory of General Brock.

THE PRESENT EMPEROR OF CHINA AND THE PRETENDER.—The present Emperor of China Hien Foung, which signifies complete abundance, is represented in a late article on the insurrection, published by two Frenchmen attached to the Embassy of that country in China, to be only 22 years of age. His accession to the Throne, which occurred only a few years ago, was hailed with joy by both parties into which China is divided, and which are designated as exclusionists and progressive conservatives; the young men of education and the ignorant populace comprise the former, and the middling classes the latter. After a pause of considerable length, the new Emperor joined the exclusive party, and chose his Ministers from the bitterest enemies of the Europeans, and it is stated that very soon after this victory of the exclusive party, the first news came of the revolt.

The pretender to Empire, Tien-te, is represented to be 23 years old, but study and vigils have made him prematurely old. He is grave and melancholy and very reserved, communicating only with those around him only to give them orders. His complexion is that of the Southern Chinese—a sallow tint. His impassible gaze seems to probe the depths of the human soul. He commands rather by suggestion than by direct dictation. He has the silent reserve of a man who has reflected a great deal before communicating his projects to any one. In entering a town the Pretender is conveyed in a magnificent palaquin of yellow satin carried by sixteen officers; after this comes the palaquin of the Pretender's Preceptor, borne upon the backs of eight Coolies; then come his thirty wives in gilt and painted chairs. The Preceptor of Tein-te is a mysterious individual. He is represented to be his intimate friend and privy counsellor who accompanies him everywhere, but no one knows who he really is.

JAPAN.—The empire of Japan embraces the large islands of Niphon, Kewshoo, Schoke, and several smaller ones. These islands are divided into sixty-seven provinces, of which Niphon contains fifty, Kewshoo nine, and Schoke five. Rice, potatoes, hemp, cotton, tobacco, ginger and tea are cultivated by the people, who are generally esteemed the most refined and intelligent race in Asia. Trade is carried on solely with the Chinese and with the Dutch. Jeddo, the capital of the empire, is situated on the eastern coast of the island of Niphon, in the province of Moososhe, and contains a population of about 1,200,000. The palace of the emperor, in Jeddo, is a magnificent building, and is strongly fortified by walls and ditches. The emperor is about twenty-one years of age, and when he rides through the city, the people are obliged to kneel down with their faces to the ground until he is out of sight. The Japanese islands abound in mineral productions. Coal mines exist on the island of Kewshoo. The people are said to make pretty good soldiers. Matchlock muskets are in general use, although the sword is their favorite weapon.

ELOPEMENT EXTRAORDINARY.--Day before yesterday evening, officers Haven, Rider and Rose, received a dispatch from Columbus, telling them to look out on the ten o'clock eastern train, for the parties concerned in an elopement which had taken place from Hancock county.

The lady in the case was named Deer, and the male individual concerned called John Curtis. The parties arrived as expected, and were taken into custody. The baggage was extensive, consisting of a band-box, two carpet sacks, two trunks, a baby two months old, three hundred dollars of the deserted husband's money, and a six shooter. The latter instrument was in the pocket of the lady, who drew it, and informed the officers that she would speedily cause vacancies in the organization of the Cincinnati police. She was secured and taken to the watch-house, however, where she was lodged during the night. In the morning her husband and father arrived, the former to claim his baby, and the latter his erring daughter, both after a world of argument were successful, and Curtis was let loose upon the world unencumbered with baggage.—*Cincinnati Com., 7th.*

The Observer.

St. John, Tuesday, Oct. 18, 1853.

Whatever may be the result of the present aspect of European affairs, arising from the struggle between Turkey and Russia, it is clearly evident that, like the Chinese Revolution, and other ominous events of modern days, it is an instrument in the hands of an over-ruling Providence, for working out behests of infinitely higher import than the ambition or the despotism of earthly monarchs. Even as the progress of scientific discovery during the last half century, and the consequent rapid advancement of national inter-communication and communion, have been manifestly promoting the moral and religious improvement of the world at large; so do all the mighty commotions of the nations, and the controversies between rulers and dynasties, in modern times, signally tend to the breaking down of the ancient barriers of bigotry, intolerance, ignorance and tyranny, to the enfranchisement of the human mind, and the extension of cosmopolitan fraternity and religious enlightenment. In China, these operations are evidently in wonderful course of progress, and we doubt not their efforts will be vastly momentous; while in Turkey, the extensive reforms commenced by Mahmoud II., and upheld by the present Sultan, have resulted in a spirit of liberality and tolerance, of which the Turkish Monarch and Government have recently given ample proof; and which are duly appreciated by all the other European powers, with the exception of the grasping and overbearing autocracy of Russia. A still more striking evidence of the Sultan's mental enlightenment, than any preceding act, has lately been announced to the world; and while we hail it as reflecting the highest credit and honor on that well-disposed Sovereign, we also observe in it, a result necessitated by the present peculiar aspect of political affairs in the east of Europe; and an evident instrument of Providential design, in carrying on the great scheme of human advancement, to which we have already alluded.

The London *Times* of Sept. 21st, states as follows:—"The most important reform that has been projected for many years in the Ottoman Empire is at length about to be accomplished. A firman will shortly be issued authorising the admission of Christian evidence in Courts of law. Hitherto no Christian's word has been admissable as evidence against a Mussulman, and hence an immunity from punishment and a license to crime to any Mussulman, who took care to have none but Christian witnesses to his offence. Practically the Rayahs were deprived of anything in the shape of law or justice, and lived in perpetual distrust of their Mussulman fellow subjects. *The working of the new firman will doubtless be difficult, but, supported by the European Consuls, it will confer an inestimable boon on Turkey, and will do much to remove those causes of complaint which have led to the present crisis, which latter having produced the firman, furnishes an instance of good resulting from evil which could scarce have been hoped for.*"

POSTSCRIPT.

☞ War declared by Turkey!! ☜

By a private dispatch received from New York, by Telegraph, last night, we learn that the Turkish Government has actually declared WAR against Russia!

The steamer *Atlantic*, from Liverpool, arrived at New York yesterday afternoon. By the latest dispatch from Vienna, it is stated that the Sultan has signed the declaration of War against Russia, against the advice of the Powres.

"One of the greatest and most momentous struggles among the nations of modern times, is therefore probably ere now commenced; Europe will most likely be convulsed from one end to the other, and it is impossible of course as yet to predict the issue of the contest.

THE "FAIRY QUEEN."—In our last, we briefly noticed the disastrous wreck of the Steamer *Fairy Queen*, near Pictou Island, on her passage from Charlottetown, P. E. I., to Pictou. At that time it was supposed, that the ill-fated sisters, the Misses Dewolfe, and Dr. McKenzie, were the only victims of the catastrophe; but from further accounts it appears, that at least ten lives have probably been sacrificed. We subjoin further particulars from the *Pictou Chronicle*, including the statements of the Captain of the steamer and of some of the passengers. The captain and crew are under arrest at Pictou, while the dreadful affair is undergoing legal investigation; and from the evidence already adduced, we have no hesitation in recording our opinion, that a more heartless, inhuman and dastardly desertion of helpless women and others, in time of imminent distress and peril, —a more cowardly and selfish abandonment to inevitable death, by the officers and crew of a vessel, when a little manly exertion on their part would most probably have saved the lives of all on board, was never recorded by the public press. Much severe animadversion has been made, on the unseaworthiness of the steamer; but whatever her deficiencies, the circumstances attending the escape of the surviving passengers abundantly prove, that the life of every soul on board might have been saved, but for the cold-blooded, heartless selfishness of her officers and crew; whose conduct, therefore, is justly deserving of universal execration.

The untimely fate of the much lamented Misses Dewolfe, is rendered more peculiarly deplorable, from the fact, that both were on the eve of marriage; the eldest being then on her way to Halifax, to embark in the mail Steamer of the 16th inst. for England, where she was to be united to the Rev. Mr. McNair, a clergyman of the Established Church of Scotland, who had formerly resided in Charlottetown; and the younger being engaged to a young gentleman of Nova Scotia. The deceased young ladies had several relatives in this city, by whom their loss will be long and deeply deplored.—Dr. McKenzie, of the army, was *en route* for Bermuda, whither he had been commissioned to proceed, to render assistance during the ravages of the yellow fever on that Island. He was highly esteemed by all who had the pleasure of his acquaintance.

THE CAPTAIN'S STATEMENT.

There was a crew of thirteen men on board the steamer. I do not know how many passengers, but I think about thirteen. Yesterday morning I directed the men not to get up steam as the weather was not fit to go out. We left a little after eleven. I waited until that time as the tide and wind would then be favorable. After getting out we proceeded very comfortably until we were near the Gull Rock. At half-past five in the afternoon, the weather being at the time very squally, the tiller rope broke, when the steamer immediately broached to, broadside to the wind, which was at the time blowing about north and by west, and immediately became unmanageable. We managed to mend the tiller rope, and got under way again; she was then making water, but I did not know it until afterwards. I found she was going very slow, and on going down into the Engine room, found the water washing over the floor. We were then about midway between Pictou Island and Gull Rock. I found she would not run before the wind, and bringing her head to the wind tried to make Pictou Island, but the engine decreased in power, and not having way on her she again broached to. I then went into the engine room to endeavour to get up more steam, and found that the engineers were unable to do so.

The steamer now began to list over on the starboard side, and settle down. The water was rising rapidly. We tried to keep it down by baling: all hands were at work, passengers and all; the pumps being choked would not work. We tried to get her under sail by hoisting the jib, but she would not work. We kept on bailing, the vessel still settling with her lee side listing under the water. We then let go the anchor and brought her head to the wind but she did not right. I think there was about seven fathoms of water. It was then dark. We kept on bailing until ten o'clock, when all hands became exhausted; some of the passengers kept on working until the water came up to the deck.—About an hour previous to this, thinking it might ease the steamer, I lowered the boat off the lee side, and let it tow astern; the mate and clerk were in it to keep it off and prevent it from being broken in dropping astern. This was our best boat and would carry from fifteen to twenty persons in smooth water. The other boat was still hanging to the davits on the larboard side. Mr. Wilkins and Mr. Lydiard then spoke to me about the other boat, as we found that we could not keep the steamer afloat; I said that we would have to be very cautious in getting in, and that we would lower her down and get the ladies in first. I then went into the ladies cabin, and told them to prepare to go into the boat, and showed them where to stand on the lee side. We had to bring the boat round the stern of the steamer to the lee side as there was danger of her being broken under the guard on the other side.—We then proceeded to lower the boat, and two of the deck hands and two of the firemen immediately sprang into her; a passenger also jumped in. In dropping the boat astern the rope parted and she was going adrift, but was caught by the other boat and was made fast to her. I then used every exertion to get her hauled up, by passing a rope over the other boat, but they would not make it fast to her and I could not get her up. I then said, "they will not get her up unless I go down to her," when one of the passengers said "you had better go." I at length managed to get the first boat up near enough the stern, to lower myself into her. The boat then caught under the rudder chains and got a smash. We then *tried to get her up* alongside the steamer, but the rope parted, I do not know from what cause, and we went adrift, and fell foul of the other boat. Before I got over, the two engineers John Christie and James Webster, had sprung into her. Before we could get clear of the other boat and get our oars to work we were a good way off from the steamer, and the tide running very strong we were unable to get back to her again. It was almost impossible to pull from the roughness of the sea. We then kept in towards Carriboo shore, trying to keep abreast of the steamer, one of us baling all the time; but the boat still kept dropping off from the steamer. The water was so rough that the steamer was only visible when we were on the top of the sea. When I found the rope was parted, I called to the passengers to get on the upper deck, thinking that if the steamer went down, it might float, and we could pick them up. We soon lost sight of the steamer and then made for Carriboo shore, and landed near Sandy Cove. We got to a house about one o'clock, I was unable to go, and directed the men to go to Pictou, and get the Pluto to go out. There were five of the crew left on board. The names of the passengers whom I knew were Dr. M'Kenzie of the army, Edward L. Lydiard of Charlottetown, Martin I. Wilkins of Pictou, Henry G. Pineo of Pugwash, and two Misses Dewolfe, who had been staying at the Hon. Charles Young's at Charlottetown. There were three other ladies whose names I do not know.

MR. LYDIARD'S EVIDENCE.

The steamer left Charlottetown between 11 and 12 o'clock, Friday. Shortly after getting clear of Point Prim, the boat shipped a sea which broke open the gangways, and did some other slight damage. With this exception they had proceeded very comfortably for nearly five hours, at which time they were near Pictou Island, when the tiller rope broke and the boat immediately broached to, and shipped another sea. Some of the passengers immediately laid hold and assisted the mate and others to splice it. It was made fast by knotting it, but had to be untied again and fastened further aft in consequence of the knot having been placed too far forward to admit the proper working of the wheel. An attempt was made to get her before the wind with the jib, but she would not work, owing to her peculiar build. After the tiller rope was repaired the vessel was again got under way on her course, but she appeared to go very slowly; the passengers were not aware of the cause, neither were they aware of any danger for some time afterwards. On enquiry they were informed that the engineers were not able to get up steam, and hearing it said that there was a want of fuel, some of them went to work carrying down a quantity of wood that was lying on the forward part of the deck. They did succeed in getting up the steam a little more briskly, but only for a short time, when the engines ceased working altogether, the fires having been put out by the water. Previous to the engine stopping finally, the captain, who appeared to be on duty most of the time at the wheel, gave it in charge to the mate. The vessel during this time, and before the passengers generally were aware of any real danger, continued gradually to settle, and broached to frequently. When all became aware of the danger, I proposed to the mate to run the boat ashore on Pictou Island; the mate said it could not be done, on account of a reef that was near the shore. Various attempts were made to get the steamer under way before the wind, but all failed. At length the passengers all began to work at bailing and endeavoured by their example to arouse the crew to act with energy. A few of the crew worked well, but generally speaking, they could not be got to work, except only at short intervals, ceasing as soon as the passengers' backs were turned. The crew appeared to be in an undisciplined condition, the captain having no command over them. The passengers expressed their firm belief that had the crew worked as they should have done, and aided the efforts of the passengers, the vessel could have been kept afloat until daylight by bailing.

A great deal of confusion prevailed during the whole time. It was proposed by a passenger to Mr. Turner, the clerk, to hoist a signal light, but it was not attended to. After the first boat was lowered, four or five of the crew got into it and remained there, towing astern, at least an hour and a half before leaving the steamer. The boats could have been kept there without any difficulty until the steamer broke up. Had the boats remained by the vessel, in all human probability, every soul might have been saved. It was believed that the Captain was willing and anxious to have the ladies put into the boats, and as many more persons as the boats might carry, and, after getting into the boat, on being hailed from the steamer, he returned an answer to that effect. The boats were distinctly seen when they went adrift, and no efforts appeared to be made by the parties in them to reach the steamer, although repeatedly requested so to do. They quietly drifted away—had their oars out, but apparently used them only for the purpose of keeping the boats steady and with their heads to the wind.

Mr. Pineo and Mr. Lydiard used every entreaty to induce those in the boats to pull up alongside the steamer and take the ladies with them, at the same time assuring them that none but the ladies would be allowed to enter the boats, unless they dssired it, and that if any more could be taken, lots would be drawn to determine who should remain. To this proposal, as to every other, they refused to give any answer. All the male passengers could have got into the boats, but refused to do so until they could get the ladies in before them. On perceiving that the boats were leaving the steamer, Mr. Lydiard cried out to the men in the boats—"you are then leaving us:—I cannot curse you: I hope you may live to repent of your guilt; but if God in His providence should preserve my life, which I feel assured he will, I will meet you again."

After being deserted by the boats, the persons on the wreck once more commenced bailing, but found their labours of no effect. They got a light upon the wheel house and commenced ringing the bell, in hopes that it might possibly be heard by some one who might be able and willing to render assistance. The greater number now assembled together on the upper deck, conscious that no efforts of their own could avail them, and endeavored to await their fate with fortitude. The steamer at length settled down, with a list to leeward, until more than one half of the main deck was under water. Two men were seen floating from the side of the wreck on pieces of plank. Dr. McKenzie and another passenger were washed overboard, but succeeded in catching hold of ropes that were thrown to them, and got on deck again. The upper works of the steamer at length began to give way, something breaking with the surge of each wave, until about one o'clock, (and it might be an hour and a half or three quarters after the boats left the vessel,) she was struck by a wave, gave a tremendous lurch, and appeared to part in the middle, precipitating all the passengers into the sea, except Mr. Pineo and Mr. Parker, who were well aft on the upper deck, and succeeded in holding on, that part of the vessel having became detached from the wreck and floating off. Mrs. Marshall was shortly after thrown by a wave, on this deck, now converted into a raft; and Mr. Wilkins, Mr. Lydiard, the two boys, and one of the deck hands, also succeeded in getting upon it. None of the rest were seen afterwards, except Mr. Cameron, whose providential escape is elsewhere referred to, and it is supposed they all perished.

The whole of the upper deck, abaft the paddle-boxes, remained in one piece, and was large enough to have floated all the passengers left behind by the boats. It was composed of thin spruce planks, carefully fastened together, covered with tarred and painted canvas, firmly tacked on, and with a hand railing or banister running around three sides of it. From the moment of getting upon the raft, so firm did it appear, that they all felt confident of their ultimate escape, and finally after eight hours of exposure to the storm and cold, they were cast ashore on the north side of Marigomish Island, some twelve or fifteen miles from the scene of their disaster.

The examination of Messrs. Lydiard, Wilkins and Pineo, occupied the whole day until after nine o'clock in the evening, when the court adjourned till ten o'clock on Tuesday to take the deposition of the other witnesses.

The exact number of persons on board the steamer is not known. The crew numbered thirteen, but the number of passengers was not ascertained, as the clerk had not collected the fares, until which time no register of their names would be taken. It is thought, however, that ten lives are lost. Their names, as far as we can ascertain, were Doctor McKenzie of the army, who was on his way to Bermuda, Misses Arabella and Alice Dewolf, daughters of the late Elisha Dewolf, Esq., of Wolfville, Mrs. Kay, of the East River, Hugh O'Harra, cook, and T. Hammel of Charlottetown. There was another female whose name is not known, the steward of the boat, and two others, names also unknown.

The names of the parties who escaped in the boats are: W. R. Belyea, *Captain*; Patrick Treanor, *Mate*; James D. Turner, *Clerk or Agent*; John Christie, *First Engineer*; James Webster, *Second Engineer*; William McKenna, *Seaman*; William Mills, *Fireman*; John Donnelly, *Fireman*; and Hector McKinnon, Steerage passenger.

Mr. Peter Cameron of the East River, a passenger, got on the wheel house, and drifted ashore at or near Little Harbor. The persons who escaped on the upper deck are, Henry G. Pineo, jr. of Pugwash, Martin I. Wilkins, Esq., of Pictou, Edward L. Lydiard, of Charlottetown, Mr. Parker of Musquodoboit, Mrs Marshall, James Wadham a deck hand, and two boys belonging to the boat, named Edward Inglis and Edmund ——.

It would be improper at the present time to make any comment on the conduct of the captain or crew, or write one word that could add to the already intense excitement pervading this community. But it is difficult to control our feelings, when we think of the intense and concentrated agony that must have been endured by those poor sufferers at that moment when they found themselves so basely deserted, and their only earthly hope of deliverance taken from them by the very men to whose hands they had intrusted their lives. Who can think without emotion of those fair women, in the circumstances of some of whom there was so much that might excite the sympathy or touch the heart of even a savage, and nerve a christian with the energy to dare death in any form for their rescue; or of those men so full of the life, and strength, and hope of vigorous manhood, and upon whose safety depended the welfare and happiness of so many loved and loving ones—all thus ruthlessly given up to death —to battle desparingly for life with the mighty waters—to struggle in agony for a brief space, and then to go down, down to the treasure house of that vast deep in whose dark chambers lie so many of the noblest and fairest of earths sons and daughters. And who can envy these men that callousness of heart which enabled them to gaze with indifference upon, and listen unmoved to the despairing entreaties of those whom, in a spirit of selfishness unworthy of the name of manhood, they deserted in the time of their great peril.—*Pictou Chronicle, 10th.*

The *Courier* states that £50,000 has been already expended on our Railway, and that some 400 to 500 men are actually at work grubbing and grading, &c., on the Shediac line. 200 "navvies" for the railway, are on their passage from England in the packet ship Middleton.

Messrs. Jackson and Betts left New York for Liverpool, by one of the late steamers, probably unexpectedly called away by the present unsettled state of political affairs in Europe.

We have received the first number of the Fredericton "*Head Quarters*," published under the new arrangement – Mr. Grigor, Editor; Mr. Graham, Publisher. It is considerably enlarged, is in a new dress, and makes a very respectable appearance.

Vice Admiral of the White, Sir George F. Seymour, Naval commander in chief on the North American station, has recently gained a step, and is now Vice Admiral of the Red.

We learn that the Postmaster General in England has contracted with the owners of the ship "*Neleus*," to carry out the Australian mails for October, and she was to leave Liverpool for her destination on the 5th inst. This fine clipper ship was built in St. John, by Messrs. Brown & Anderson, and left here last spring.

Fever still rages at Bermuda. In one Company, of 60 soldiers, there were 55 deaths.

BOARD OF HEALTH.—At a meeting of the Board of Health yesterday, it was ordered that the officers of the Board and the local Committees should forthwith visit the several districts in this City, and in the Parish of Portland, with a view to the removal of nuisances and offensive matter, and a general cleansing and purification in order to ward off any infectious or pestilential distemper which may unhappily be introduced among us. This step has been taken in consequence of the spread of Cholera in England, where it has been found that wherever a general purification has taken place in any locality prior to the introduction of disease, that locality has suffered less than others where preventions have not been taken, or escaped altogether.—*New Bruns.*

The Packet Ship *Eudocia* arrived on Saturday afternoon, after a passage of 42 days, having left Liverpool on the 3d of September. During the entire voyage she experienced most tempestuous weather. Indeed it was an almost unbroken succession of gales. Of the ships that left at the same time scarcely one other escaped undamaged.

The *Eudocia* brought ten cabin and 70 steerage passengers—all well. Of the latter there are 20 male adults, 18 female do.; 11 boys and 14 girls, under 14 years of age; and 5 male and 2 female infants.

She also brought the horses purchased for the Province by Mr. Cumming. On the ninth day out in a furious gale three of these—two Clydesdales and a Suffolk—perished, one having his back broken. The others—two Clydesdales, a Cleveland, a Suffolk and a hunter, were landed yesterday in much better condition than could be expected, and are for the present in Mr. Cumming's stables. They appear to be very superior animals, stout, strong and well built. The Suffolk seems to be the great favorite.—*Freeman.*

NEW GAS LIGHT.—We are happy to learn that our ingenious citizen, Mr. Foulis, has had in successful operation for some time past, his patent Gas apparatus on Partridge Island, for illuminating the Lantern of that Light House; by means of which, we understand, when the arrangements for the burners are fully completed, it is confidently expected that this light will be one of the most brilliant and penetrating on the coast of America.—The Commissioners of Bay Lights deserve commendation for this improvement, which, in point of economy and utility, is likely to prove a great desideratum.

By Mr F's apparatus, the gas used is manufactured entirely from the Albert Asphaltic Coal, which is diluted during the process of production by gasses formed in the retort, by the introduction of water. By this process also, nearly the whole of he Coal tar is converted into rich illuminating Gas; the production from a given quantity of coal is thereby increased one hundred per cent. over the methods in common use.—[Cour.

We hear that an offer has been made by a party unconnected with any of the Railway schemes now in progress or contemplation, to build the Great Trunk Railway for Government purposes from Halifax to Quebec!—*Ib.*

THE ROMAN CATHOLIC CATHEDRAL.—We learn from the *Freeman* that a meeting was held at St Malich's Church on Sunday 9th inst. where the large sum of £1836 was subscribed, by comparatively few of the congregation, towards the fund for the erection of the Cathedral. Mr. Henry McCullough's subscription for the year was announced by the bishop to be £500. Other large subscriptions followed; among them the following:—Mr. George Carvill, £100, and Mrs. Carvill, £50; Mr. John Dougherty, (of the Brewery) £100; Mr. William Dougherty £100; Mr. A. M'Parish £50; James Doherty & Co. £100 Mr. John M'Sweeny, £100, and Mrs M'Sweeny £25. Besides these there were several handsome subscriptions of £25 each from Messrs. Michael Finn, John Jackson, A. M'Kenna, Timothy M'Carthy, and others, and several subscriptions of thirty, forty and fifty dollars each.

Several subscriptions were received during the week, including the renewed subscription of Mr John Dooley for £100. The entire sum subscribed for the second year is now nearly £2,300.

VESSELS RECENTLY SOLD AT LIVERPOOL.—Among the vessels disposed of are the Guiding Star, of 1,470 tons, built in St. John in 1853, A 1 seven years, £24,000; the Golden Age, 1241 tons, built at St. John in 1853, coppered and classed A 1 seven years, for £16,000; the Mindora, 1,329 tons, built at St. John in 1853, to class seven years, for £10 10s. per ton, (O. M.); the America, 690 tons, built at Nova Scotia in 1848, A 1, for £5,500; the Persian, 598 tons, built at St. John in 1842, for £2,750.

The Episcopal Board of Missions held a meeting in the Church of the Ascension, New York, on the evening of 7th inst. The delegation from the Church of England were present, with a young Chinese convert to the Christian faith and candidate for holy orders, from Shanghae, named Tong, attired in full Chinese costume, who attracted much attention.—Addresses were delivered by the Rt. Rev. Dr Spencer, late Bishop of Madras, Deacon Sinclair, of Middlesex, England, the Rev. Ernest Hawkins, Prebendary of St. Paul's, London, the Rev. Mr. Caswell, and Bishop Medley, of Fredericton.

The Archbishop of Canterbury, England, has addressed a most fraternal letter to the American episcopacy and clergy, upon the occasion of enclosing a copy of the Oxford quarto edition of the Bible. The letter of His Grace gave very general joy to the different members of the Church.

The American Board of Foreign Missions, recently in session at Cincinnati, adjourned, to meet at Hartford next July. During the session it was resolved that no more aid could be extended to the Sandwich Islands, for the reason that their inhabitants have been christianized.

Mrs. Webster, widow of the late Professor John W. Webster, of Harvard University, died at her residence in Cambridge, Mass., on the 10th inst., aged about 50 years.

LATE FROM ENGLAND.

The royal mail steamship Canada, from Liverpool, Saturday, 1st inst., arrived at Halifax on Thursday, with 138 passengers.

On the 25th and 26th ults., there was a violent storm along the British and Dutch coasts, which caused much loss of life and property. Rotterdam and other Dutch cities were inundated, and a screw steamer of Amsterdam was lost in the Zuyder Zee, with one hundred lives. Also the iron steamer Cammeston, from Hull to Hamburg, with some lives.

The American packet ship Neva put back to Liverpool, and went ashore in the Mersey. Several of the passengers, in attempting to reach the pier, were drowned.

Ship Joseph Walker, from New York, sustained considerable damage in the Mersey. The America, for San Francisco, went ashore near Southport. The Shooting Star lost topmast. The Caroline and Intrinsic, for Prince Edward's Island; William Ward and Hinda, from Quebec; and Stephen Glover, from St. John, were more or less injured. Ship Rhein, for Hamburg from New York, with 200 passengers, had put into Portsmouth, with the cholera on board.

The Bank of England had raised its rate of discount to five per cent.

The rejection by the Czar of the Turkish amendments was known at Constantinople on the 19th; but the expected crisis did not occur, and the ministry at date of last letters remained without change.

The chief of the Ulema had apologized for the disrespectful style of their address; and the feast of Bairam had passed over without breach of the peace. The Sultan appeared publicly in the procession, and was not molested. He afterwards presided at a cabinet, the proceedings of which did not transpire.

The Chancellor of the Exchequer, Mr. Gladstone, in the North of Scotland, had made a speech, but avoided public affairs. Sir James Graham, at a dinner to the Lords of Admiralty, who were with the fleet at Cork, stated that although British arming was going on in the naval department, these preparations were made in the spirit of peace. Lord Palmerston had been presented with the freedom of the city of Glasgow. In replying to the address of the corporation, he made no allusion to the present political crisis.

The French government had received a pacific communication from the Emperor of Russia at Olmutz.

General Inan De La Pezuela is appointed Captain-General of Cuba, and General Peria Governor of the Philippine Islands.

The Eastern question shows new features of alarm, but as yet there had been no act of hostility.

It had been already mentioned that the Ulema had presented a threatening address to the Sultan, calling on him to declare war against the Russians or to resign. Inquiry proved that the Ulema, in this matter, were acting at the instigation of the war party, at the head of whom is Mehemet Ali, the Sultan's brother in law. They persisted, however, that war was demanded by the Koran and by the circumstances of the Empire.

The Sultan refused to sign the warlike declaration. They declared against Russia, and there was some possibility of a riot.

The French and British Ambassadors therefore sent for assistance to protect the Sultan and the Christian residents. Four steam frigates, two French and two British, immediately passed the Dardanelles and came to anchor before Constantinople.

The *London Daily News* of the 29th states that Admiral Dundas has received orders from the Admiralty to move with the whole English fleet from Besika to Constantinople.

The Emperor Nicholas and the Prince of Prussia arrived on the 24th at Olmutz to meet the Emperor of Austria. Since then there had been great military displays and long private conferences between the two Emperors.

FRANCE.—The Emperor and Empress were well received on their tour at Amiens and along the route, and pretty well at Boulogne. They have returned to Paris.

CHINA.—The insurgents continue their advance on Pekin. The Imperial government was in great want of money. Provisions were becoming scarce at Pekin. The hired fleet blockading Chin Kiang consisted of eight English and American vessels.

There was nothing later respecting Com. Perry's movements.

THE CHOLERA IN NORTHERN EUROPE.—The N. Y. Courier of Wednesday says:

"The fatality of the cholera at Newcastle in England, at Copenhagen, St. Petersburgh, and other cities in Northern Europe, seems to have exceeded its most intense malignity during the former visitations. The deaths at Newcastle were reported at more than one hundred per day. The population of that town according to the census of 1841 was 65,000. The mortality, therefore, was nearly equal to 7000 per week for New York, and has been equalled in the recent records of pestilence by the yellow fever at New Orleans and other places at the Southwest, and the cholera at St. Louis in 1849. The direction and track of the pestilence seem to be the same as before its last appearance in this country, and there is every reason for the sad apprehension that the record of its ravages will again cloud the annals of the United States in 1854. Forewarned of its approach as we are, something may be done to mitigate the terrors of the plague, and the subject of sanatory reform may well occupy the thoughts of the benevolent.

SANDWICH ISLANDS.—Extraordinary excitement existed in the Sandwich Islands at the date of our last advices in consequence of the awful ravages of the small pox, and the utter neglect of the proper authorities to take any steps to check the pernicious scourge. The natives were being swept away like leaves in the autumn; in some districts over one-third of the population had died, and in the city of Honolulu there were six hundred and sixty-three interments between the 26th of June and 22d of July. So great was the indignation of the citizens against the Ministers of Finance and Public Instruction, who refused to provide means for the purpose of vaccinating all who required it, that large meetings had been held, at which resolutions were adopted requesting their dismissal from office. A petition for the same object had received some thirteen thousand signatures, and been presented to King Kamahamaha, but what action his Majesty would take in the matter had not transpired. The wheat crop of the islands had been harvested, and found to realize the most sanguine expectations of the husbandmen. Many mills and machine works were being constructed, and great efforts were making among all classes to increase both the machanical and agricultural productions of the islands.

THE WEATHER IN SAN FRANCISCO.—Dr. Gibbons, who has kept an accurate register of the temperature of the weather for the last three years, has furnished a statement from which we derive the following facts. The warmest days since 1849, were in September 1852. On the 14th of that month the thermometer stood at 98 degrees, and on the 10th at 97 degrees. The next warmest day was yesterday, Sept. 5th, when it stood at 88 degrees. On the day before it stood at 80 degrees. In June of the present year, it stood on the 16th at 87 degrees, on the 15th at 85 degrees. In 1852, in September it stood on the 17th and 18th at 86 degrees, and on the 9th and 16th at 85 degrees. The warmest day in 1852, was the 28th of April, when the thermometer stood at 84 degrees.—*San Francisco Herald.*

WEST INDIES.—We have files of the Kingston (Jam.) Journal to the 28th ult. A lengthy despatch from Sir Charles Grey, understood to be a panacea for all the political grievances of the Island, is published in all the papers, and excites a good deal of remark. No little apprehension exists in Kingston, touching the cholera, which is said to have already made its appearance in some of the adjacent islands. A genuine case has been reported in Kingston.—[N. Y. Express.

The London press mentions a successful application of chloroform upon a man of immense physical power, while under a violent attack of cholera. While in the most violent paroxysms of pain and spasm, the chloroform was administered, and the struggling giant tamed into the quiet of a sleeping infant. The functions being suspended, the horrible symptoms ceased, the medicines became absorbed, and in an hour the man was restored to consciousness, and the disease was conquered.

THE SULTAN.—The present Sultan of Turkey is so delicate in health and appearance as to be scarcely able to keep erect upon his horse, upon which he seems to sway back and forth like a thing without life.—He is more than half a Christian it is said, though such a suspicion would cost him his crown if proved. On repairing the Mosque of St. Sophia, through the aid of an American artist, the Sultan was present when some of the old plastering fell from the walls and disclosed various pictures of saints and Christian emblems; on which he remarked to the artist in French, "It is necessary to cover all that—the time has not yet come."

KOSSUTH.—Our Paris correspondent states that M. Kossuth, from his retreat in England, has been making overtures to the Porte with a view to his return to the Turkish dominions during the present conjuncture. These overtures are said to have been coldly met by the Sultan.

It is stated that Madame Jenny Lind Goldschmidt will next season visit England, to give concerts. Benedict, the composer, has gone to see her at Dresden, and to stand godfather to her son.

THE BEGINNING OF THE END.—The *New York Day Book* gives the following graphic sketch of matters in that City:—"The failure of a large dry goods jobbing house on Saturday last, is the beginning of a long series of disasters and failures which are as sure to follow the period of high living and extravagance of the last two years, as night follows day. As a people, we are over head and ears in debt, and can only pay by bankruptcy. We owe for our large freestone stores; we ow