He was my wife's kin, her own and only brother, broken down, crushed to the earth by the shame which this royal sinner has cast upon his hearth. The downfall of his wife has unnerved him, for he loved her, and even the spirit of revenge seems dead within him. Wronged as he is, I dare not trust him with our high purposes—dare not beseech him to redeem his own honor by siding us to hurl its betrayer from the throne he usurps. He has just left my dwelling, crept from the door in darkness like a thief to hide his broken heart beneath the roof which King Edward has desolated. Let it be thus. His wrongs shall find avengers in his own class; amongst these civil wars that have shaken castles to their foundations, and stocked our rich meadows with noble blood, we of the middle class have gained strength and nerve. We may not yet take the sharp sword and redress our wrongs; but we have gold, we have wit, and with the aid of those barons who have sent their agents here to-night, another month topples Edward from his throne. Let the lords and barons hold the power—let them make and unmake kings, but henceforth it shall be the tradesman's boast that he can avenge his own honor, though trampled under foot by a monarch.'

'Ha!' said the silk mercer all this' muttered the duke. 'There is metal in these flat-caps worth attending to hereafter—ay, hereafter.'

These words were uttered musingly, for the duke had allowed his face to droop forward on his breast in a fit of abstraction. A new train of thought had been lighted by the mercer's words, and though the man was still speaking, he pursued the glittering thread, gathered up all the mercer uttered at the same time, with a sort of double sense. At last he started and looked sharply in the mercer's face.

'What said you, now? Who uttered the words that just fell from your lips?'

'The mercer—it was none other. He spoke long, and seemed to be the mouthpiece of the disaffected tradesmen, for ever and anon those around him cheered the treason as it fell from his lips.'

'Repeat it again, I heard but imperfectly—what of the queen—what of the lady Eleanor Talbot?'

'He said the Dame Elizabeth Grey was not Edward's wife, nor her children heir to the house of York—that he had long ago married the lady Eleanor Talbot, and could not wed again.'

'Well.'

'That neither the king nor Clarence looked in any way like great duke Richard of York, and perchance had as little claim as Edward's own children to the heirship.'

'Go on. What said the the traitor further?—Spoke they of Gloucester, of the king's youngest brother? Methought I heard his name a moment since?'

'Of the boy duke, as they called him, it was only said that with his father's face he had more wisdom than both his brothers, and had been ever sweet spoken and kind to the people.'

'Said they this? Remember, man, were these the very words?'

Almost for the first time during that exciting interview the duke displayed some excitement.—A ray of fire shot to his dark eyes, which even the thick lashes could not subdue, and spite of an evident effort to suppress it, a smile lighted up his whole face.

'These were the very words—only they added, it was a grievous pity that he had not a straight back and Edwards inches.'

The duke started and shrank together in his chair as if a serpent had stung him. The glance which he cast on the mercer made the poor man step and shudder, for the expression which shot over that young face was fiendish. It was gone in an instant, and in a voice even more sweetened from a little unsteadiness, he said.

'And so but for his nature and short neck the city traders would not cavil if Gloucester were king in place of Edward.'

'In place of Edward—yes, but not on the throne of Henry—these were their very words.'

'Of Henry,' said the duke, with a quiet a smile at his own want of thought. 'True. I had forgotten Henry!'

'Well, there was much speaking, all of the same kind; bitter denunciations by the disguised barons of the queen and her kin, and more bitter abuse of the king by the tradesmen. At last they all set to and made out a Barker pledged himself to meet the barons, at the head of an army of tradesmen, the moment they should appear at the gates of London. He asserted that four thousand stout men in the city were already pledged to redeem themselves from the dishonor cast on the trading classes by the open profligacy of King Edward.'

Again the duke seemed lost in thought, his head fell forward, and his forehead was contracted.

'This seems broad and well organized. The barons and the traders acting together,' he muttered inaudibly, 'Margaret in London with the adherents pledged all over the country. Oh, if we had the list.'

He spoke the last words aloud, when the mercer thrust a hand into his bosom and came eagerly forward.

'It is here. After supper they all went out leaving it on the table, I darted through the door, snatched it and left the house while they were searching for it among the trenchers.'

'St. Paul, but this is well,' exclaimed Richard, grasping the paper. 'Catesby, Catesby.'

The attendant glided softly into the room.

'Give this man gold—a hundred pieces, good Catesby—but first take him to the buttery.'

'But only gold!' exclaimed the mercer. 'I was to have had advancement at court.'

'Rest content man—rest content. You shall have all only be silent and vigilant. We have not done with you, said the duke, 'but for the present go with the man. I will see you again directly, meantime Catesby——'

He whispered a word in Catesby's ear, and stood up bowing low as the mercer was conducted from his presence.

'St. Paul, but this looks like rebellion,' he said, unfolding the parchment—'thirty names, each with an army to back it, and all in Richard's grasp. First, first let me crush this nest of city wasps, swoop up Margaret and her partisans with one sweep of my hand. Stay, stay, is this well, Gloucester is a favorite in the city, the only one that *looks like* his great father. Let me take an hour to ponder in—Gloucester must work for the hereafter.'

'The young duke sunk on his chair again folded his arms, and dropping his head down upon his bosom, crouched on the cushions a full hour motionless as a sleeping serpent, save that his fingers now and then clutched the rich folds of his robe, and slowly relaxed their grasp again as the tide of his plotting thoughts ebbed to and fro.

Capt. Hutchins has resigned the command of the steamer Admiral, running between this city, and Eastport, and goes to California to take command of the steamer Senator, plying between San Francisco and Sacramento city. He has won the respect and esteem of all who have ever travelled with him, and will depart with the best wishes of thousands for his future prosperity and happiness. Capt. Wood, formerly pilot of the steamer Commodore, now has command of the Admiral, and is well qualified for the station.—*Boston Path-Finder.*

From Late English Papers.

SIR JOHN ROSS'S EXPEDITION.

The annexed letter was received on Wednesday, Sept. 11, by the Secretary of the Hudson's Bay Company, from Sir John Ross, giving an account of the progress of his expedition in search of Sir John Franklin. It will be recollected the expedition sailed from Scotland on the 23d of May last:—

"*Felix*, Discovery Vessel, Holsteinborg June, 1850.

"My dear Sir,—I leave this with the Danish Resident at Holsteinborg, merely to say that we have safely arrived here, after a fair passage; and, although we experienced two heavy gales, we sustained no damage, while we had ample proof of both the *Felix* and the *Mary* being excellent seaboats as well as good sailers—in short, they are both everything we could desire. As I do not expect this will reach you till October, as it will go by the Danish Government vessel that leaves this in September, I shall not send my accounts vouchers, &c., being in hopes that I shall overtake the transport *Emma Eugenia* at Whalefish Islands, or at least some homeward bound vessel that will reach England before that time. My object in coming here was to obtain a Danish interpreter who understands the Esquimaux language, and before I close this I shall be able to say if I have succeeded. We overtook the Danish Government brig *Tiaro*, 31 days from Copenhagen, parted with her on the 16th of June, and arrived here four days before her, although we had the *Mary* in tow. I have only to add that we are all well and in high spirits, and that I am yours very faithfully,

"JOHN ROSS.

"A Barclay, Esq.

"P.S.—I have the pleasure to add that I have succeeded in obtaining an Esquimaux who understands Danish language and, having now made all the preparations necessary for our arduous undertaking, we are now getting under weigh. I intend first to try to get across at once, and, if I fail in that, to follow the usual course up the east side of Baffin's Bay, &c."

The following letter has appeared, relative to the resignation of Lieut.-General Sir CHARLES NAPIER of the command in India:—

To the Editor of "The Times."

"Sir,—It is well known that Sir Charles Napier has tendered the resignation of his command in India, but it is not known why; and in that country and in England inaccurate tales are rife as to the cause of his quitting an office to which he was called by the united voices of Sovereign and people when India was thought to be reeling, and he the fittest man to prevent it falling.

"Some of the causes assigned are idle attempts of Indian editors and correspondents to account for what they do not understand, but others have been concocted with a view to repetition in this country with foul additions and arguments, to effect the dishonest purpose of prejudicing the public mind against a General whose faults are that he has gained good battles, governed a large province with ability, and vigorously commenced a Military reform, admitted by all to be needed, but which few would have the judgment and courage to attempt. All this has given offence to conceited power and private interest.

"It has been said that a difference has arisen between him and Lord Dalhousie, because of some Barrack building—because of disbanding the 66th Regiment without reference to the Governor-General—because he desired war, it is not said with whom, and that Lord Dalhousie desired peace—because the Commander-in-Chief attempted to usurp the power of government, and when mildly corrected replied with intemperate language, and resigned.

"These mixtures of a little truth with great falsehood have been commented upon with all paid-for malignancy in certain journals whose vulgar enmity to Sir Charles Napier on former occasions has been exposed and rebuked. Wherefore, knowing how true the Chinese proverb is, that though lies have no legs to stand upon, they have wings, and fly a great way, I, in defence of an absent brother, beg, through the medium of your universal journal, to state—

"1. That it is true Sir Charles Napier has tendered his resignation on account of a difference between him and Lord Dalhousie; but it is not true that this difference arose about Barrack building—or from any desire to make war—or because he disbanded the 66th Regiment—or that his language was intemperate and unbecoming—or that he resigned peevishly.

"The real cause of that step was a difference between him and the Governor-General on a vital point of public interest, accompanied by circumstances which rendered it imperative upon Sir Charles Napier to resign the high office conferred upon him by his Sovereign; and he is prepared to justify his conduct to that gracious Sovereign and to the public, proudly confident that he has served both well, and would have served them better, if he had been permitted to combine such service with that self-respect which no man can relinquish without dishonor.

"W. NAPIER, Major-General."

Although the returns of the Board of Trade for the month ending the 5th of August show a slight decrease in the exports, as compared with the corresponding month of 1849, they nevertheless exhibit a very large increase over those of 1848 and any previous year. For the six months ending on the 5th of July last, our exports had regularly gone on increasing; but the uninterrupted expansion of our trade during the whole of the twelve months would have been a far more surprising fact than that of a slight check occurring for the first time in the seventh month of the year. There is nothing of a desponding character in the returns for the month ending on the 5th of August. This will be at once apparent by a comparison of the three last years. The declared value of the exports in July, 1848, was £4,371,926; in July 1849, £6,346,426; and in July, 1850, £6,029,568; being a decrease on last year of £316,858, and an increase over 1848 of no less than £1,994,600. The advance in the price of cotton has had the effect of diminishing the export of cotton goods and yarn to a considerable extent; but of woollen goods the diminution is only slight, and there has been an increase in linen yarn, mixed silk goods, and silk twist and yarn. The exports of the whole seven months amount to £37,808,072, against £32,879,865 in 1849, and £27,125-752 in 1848. Thus the present year exhibits an increase over 1849 of £4,918,207, and over 1848 of £10,628,320.

The navigation returns are also highly satisfactory. The number of British vessels, exclusive of coasters, which entered inwards in the first seven months of the last three years is as follows:—In 1848, 8809 ships, of 2,009,621 tons; in 1849, 10,781 ships, of 2,329,524 tons; in 1850, 9994 ships, of 2,134,228 tons. The total number which entered inwards, including foreign, was as follows:—In 1848, 13,059 vessels—tonnage, 2,738,895; 1849, 16,-899 vessels—tonnage, 3,232,911; 1850, 17,400 vessels—tonnage 3,232,097. In the same periods there cleared outwards from the United Kingdom, of British vessels, the following numbers:—In 1848 9451 ships, whose tonnage was 2,083,349; in 1849 9958 ships, whose tonnage was 2,174,848; in 1850, 10,527 ships, whose tonnage was 2,357,696. The total of clearances outward, including foreign vessels was—In 1848, 14,257 ships, whose tonnage was 2,858,724; in 1849, 15,278 ships whose tonnage was 3,098,622; and in 1850, 16,937 ships, whose tonnage was 3,399,509. These returns certainly do not indicate, so far as we can judge from an experience of seven months, that British ship owners will be ruined by foreign competitors.

According to the Irish papers, Lord Clarendon has been perpetrating "a coarse joke." It appears that, at the viceroy's recommendation, the Queen had been pleased to appoint the Roman Catholic primate of Ireland, the Archbishop of Tuam, and the Archbishop of Cashel as visitors, conjointly with certain prelates of the Established Church, to the three provincial colleges in their respective dioceses. This was, no doubt, done with the view of affording those dignitaries the opportunity of inspecting the colleges, and of personally ascertaining whether there was any thing in the system of education pursued therein calculated to excite the reasonable fears of the Roman Catholic clergy. In Ireland, however, there seems to be an inclination to regard this step of the Lord Lieutenant as a kind of awkard joke or covert insult, inasmuch as it is well known that the prelates were hostile to the colleges. The Archbishop of Tuam, in reply to the official notification of his appointment, has written to say, that having the strongest conviction that the Queen's colleges in Ireland are "fraught with grievous and intrinsic dangers to the faith and morals of such of the Catholic youth as may resort to them," he cannot, without a betrayal of his sacred duty to his flock, as well as the guilt of disobedience to the head of the church, accept the proffered office. The Primate and the Archbishop of Cashel have also refused the appointment on the same grounds.

The Earl of Clarendon is making a tour in the north of Ireland, and is everywhere favourably received.

IRON STEAM YACHT FOR THE EMPEROR OF RUSSIA.—A beautiful yacht, built of iron, by Mr. Mare, of Blackwall, is at present in the East India Docks, having her engines of 140 horse power put on board by Messrs. George and Sir John Rennie, and is expected to be ready for trial down the river in about three weeks. This fine vessel, when completed, will be navigated to St. Petersburgh, for the special service of the Emperor of Russia. She is 180 feet long, by 21 feet 6 inches in breadth, and 10 feet depth, and, although 390 tons burthen, will only draw four feet of water.—Her cylinders are on the oscillating principle forty-six and one half inches in diameter, with a stroke of three feet six inches, and the whole of the works connected with them are finished in the best style of workmanship, and more like the works of the superior description of clocks than the machinery of a marine steam engine. The eccentrics are concave, and do not require flanges, and the bearings are of a new description of metal, which will not heat however great the friction or numerous the revolutions of the machinery working upon them. The parts are all so well arranged, and under such admirable control, that a very young person could work and manage them with the greatest ease. The vessel is to have paddle-wheels with the latest improvements and is expected to have a speed of 17 miles per hour.

A PAINFUL CIRCUMSTANCE.—The late Lieutenant-Colonel King, 14th Light Dragoons, is supposed to have destroyed himself from the cutting remarks made by General Sir Charles Napier.—Admiral Sir George Collier committed suicide shortly after reading some remarks made upon him in *James's Naval History.*

FRENCH CONTRACT FOR ENGLISH CAVALRY HORSES.—For the last few weeks a great number of English horses have been exported to France on board the General Steam Navigation Company's and Commercial Company's vessels on account of the French Government. There are several agents at present in this country for the purpose of making some very large purchases of chargers for the remounting of the French Cavalry Regiments, both heavy and light. The contract is for 12,000, at the price of £25 per horse for the Light Cavalry, and £28 for the Heavy Troops—Cuirassiers, Carabineers, Dragoons, Artillery, &c. Before they are sent off they will be thoroughly examined by experienced Regimental Veterinary Surgeons of the French Army, who have come over to this country for that purpose. In consequence of this demand there is scarcely a vessel that arrives from Ireland which does not bring over from 30 to 50 horses of the very best breeds for this particular service.

THE PRUSSIAN ARMY.—The new Army list, which has just been published at Berlin, contains the names of 5,820 Officers in active service, viz:—One Field Marshal (the Duke of Wellington), 11 Generals, 45 Lieutenant-Generals, 68 Major-Generals, 82 Colonels, 74 Lieutenant-Colonels, 529 Majors, 1,100 Captains, 962 First Lieutenants and 2,958 Second Lieutenants.—*Kölnische Zeitung.*

Common & Refined IRON.

Ex Orleans, from Liverpool:

200 TONS Common and Refined IRON; for sale low by

THOS. F. RAYMOND,
Nelson street

August 23.

Wm. Yondell, Tailor.

BEGS leave to inform his friends and the public in general that he has removed to the North side at King's Square, over Mr. Lockey's Shop, and hopes by strict attention to business to merit the favours of his old friends.

All orders in the above line will be attended to with despatch.

Clothes cleaned and neatly repaired.

St. John, August 23, 1850.

GLASS.

By the *Empress* from London.

625 BOXES best stout Window GLASS, all sizes required, from 7x9 to 14x20;
150 boxes superior Crown GLASS, from 9x12 to 12x16;
14 cases containing large sizes, from 22x26 to 34x46;
18 cases ground and cut TUMBLERS,
3 do. ground and cut WINE GLASSES.
Also, 5 cases *LOOKING GLASS PLATES*, all sizes from 8 by 10 to 16 by 26.

For Sale by JOHN KINNEAR,
August 2, 1850. *Prince Wm.-street.*

Domestic Cut Nails.

OF all sizes, now on hand. *Also*, just received, a Package of RED CHALK, of first quality.—A further shipment to Arrive per the 'Avon.'

J. & A. MARSH,
July 12, 1850. *Corner Sands' Arcade.*

☞ PRICE OF THE CHRONICLE—12s. 6d. per annum, in advance; 15s. if not paid until the termination of a year.—For $10 IN ADVANCE, 5 copies will be sent to one address for one year; for $20 11 copies; and for $40, 24 copies.—Single Nos. may be had at the office, 4d each.

THE CHRONICLE.

SAINT JOHN, OCT. 11, 1850.

We have been surprised at observing during the past week an opinion expressed by more than one of our contemporaries, that the Judge of the Supreme Court should be reduced to three on the retirement, about to take place, of the present Chief Justice.

To our view this savors strongly of inconsistency. For some two or three years past, during which the law business of the Country has probably been less than it is at present, the complaint has been iterated and reiterated that the public business in the Courts has been delayed and protracted, justice withheld, and inconvenience and expense occasioned, owing to the physical, *not mental*, inability of his Honor the Chief Justice to perform the duties of his office. We do not regard the complaint as groundless, nay, on the other hand, we have often added our voice to the voices of those who uttered it. But now that the Chief Justice is about to resign, and a prospect offers of filling the vacancy with an efficient Judge—shall we turn round and say to the Government: Oh! we don't want four Judges—three are quite enough, there are days of Retrenchment and Reform!—Surely a compliance with these wishes would be increasing the difficulty, which every one must just now hoping to see obviated.

We are advocates for Retrenchment.—We are, and always have been in favor of Reform,—but at the same time we would have it remembered that Reform and Retrenchment are not convertible terms. If this be so, we had better demolish our Judicial System altogether and settle the quarrels of individuals in the same easy and economical style as Mr. Cobden proposes to adjust the differences of nations.

No. Of all branches of the Public Service, the Judiciary should be the last subjected to the pruning knife of Economy. We think we can shew that the Country affords enough law business to employ four judges constantly—at all events, it seems to have been generally thought so, when one of four was inefficient. If, then, this be the case, we hold that the Country that can afford to employ can afford to pay them.

That the Judges should be independent and capable, has ever been one of the first principles of the British Constitution. That they may be *independent* they hold office free from any political tenure and their salaries are fixed, as far as the exigencies of the state will permit.—That they may be capable a sufficient income is allowed to secure the services of gentlemen of the highest legal attainments and a sufficient number employed to dispatch the business of the Country with promptitude and efficiency. To meet the first requisite for the capability of the Bench, we are quite satisfied that the sum of £600 per annum will for many years procure the services of the best lawyers in the Province.—But as we have already said, we are, by no means satisfied that a Bench composed of *three* Judges, is calculated to meet the second. At four Terms in the year the Judges of the Supreme Court are employed for nearly two weeks, each Term, six hours a day in hearing arguments and determining points of law. In many cases the questions raised require mature deliberation, and a written judgment, which must be prepared during vacation. Added to this they hold seventeen Circuit Courts, (which last from one to three weeks each,) performing daily, usually for eight, and often ten hours the most laborious duty. During the rest of the year they are almost continually engaged from four to six hours a day at Chambers hearing and deciding motions of every description.

For the proper discharge of these duties we do not think £2500 a year too large a sum, and we must say the saving of a fourth part of that sum would be scarcely a consideration to the Province for the inconvenience and delay of public justice, it would probably occasion. The fact is, the Law has been so often abused, and lawyers have so long been made a standing joke and a butt, that men are beginning to forget that Courts of Law are held, Judges Commissioned and Juries empanelled to enforce the Laws of the land, to adjust disputes, which might otherwise lead to crime and bloodshed, to secure the humble and weak from fraud and oppression, the honest and innocent from imposition and wrong. But be it remembered, that if from the imperfection or iniquity of man these good results sometimes fail to be produced, the demolition of such barriers against injustice and crime, is the last method to be adopted to correct the evil or effect a change for the better.

Touching the appointment to be made, we have little to say, beyond the few remarks we made last week. We hope mere political feeling will not be allowed to influence such an appointment. The office is a highly responsible one. It should be filled by the best man that can urge any tangible claim to it. We have already mentioned the report that Judge Carter will succeed to it, and the present Solicitor General be promoted to the Puisne Judgeship. We shall be glad to see this arrangement carried out. Mr. Kinnear was long a citizen of St. John, and has always sustained the highest reputation as a Lawyer and a Gentleman, and although the Attorney General is more directly in the line of promotion, and has large *political* claims, still he is a much younger man, is far Mr. Kinnear's junior in his profession, and can be ill-spared from his present office, which we think he is better calculated to fill than one of a judicial nature.

Accident to the steamer Conqueror.—This iron steamer, when proceeding to the head of the Bay of Fundy for a new vessel, unfortunately sprung a leak, which increased so rapidly as to be beyond the ability of her crew to counteract, and she sunk in about eight feet water at low tide. Assistance has been sent for the purpose of raising her, which we trust may prove successful.

FIRE DEPARTMENT.—A new Fire Engine built expressly for Number 5 Company in this City, arrived here on Tuesday in the ship *Ocean*, from New-York, at which place it was constructed by one of the most eminent builders. It is indeed a splendid article,—all the metal work, both of brass and iron, the wood work likewise, are highly polished—the latter is of mahogany and oak, variously inlaid; and judging by the substantial, scientific, as well as elegant appearance of her construction, we think the instrument will in no wise disappoint the hopes entertained of her performance. The Engine is accompanied by a beautiful Hose Cart and 1000 feet of Hose.—The exertions of No. 5 Company in procuring a suitable Engine House, and such an elegant and useful article of furniture for its occupation, cannot be too much lauded, and while we wish their *actual* services may never again be needed, we cannot but express a hope that they may long be banded together in their patriotic endeavours.—The Company gave a Ball on Wednesday evening, at Lawrence's Long Room, which, we learn, was numerously attended.

A grand "Demonstration" of the whole Fire Department took place this day, on occasion of the presentation of the new Engine to No. 5 Company, and a more efficient looking body of men it has seldom been our lot to see congregated in this City.—The Civic authorities proceeded in coaches at the head of the procession, the Chief Engineer with one each of No. 5 and the Portland Company leading on horseback—next came the High Constable and the Manager of the Water Company—then His Worship the Mayor, His Honor the Recorder, the City Treasurer, the Common Clerk, and the Aldermen and Councillors in two large carriages. The Companies, preceded by different bands of music, next came in their proper order—the Portland men and Engine being in the centre.—All the men were attired in new dresses, made expressly for the occasion, and their whole appearance, with that of their Engines, was creditable in the highest degree to every member of the several Companies.

At noon all had assembled in Queen's Square, and were drawn up in order around the new machine, which was placed in the centre of the Square. His Honor the Recorder in due form presented it to No. 5 Company, and in doing so, he made a very appropriate and feeling address, which was responded to on the part of the Company by Mr. John Cuthip, their foreman;—At the conclusion of each address three hearty cheers were given, and the Band of the 97th Regiment, (which was stationed within the circle,) gave some fine specimens of their musical ability. The Companies then re-formed—the former No. 5 was given to No. 1 Company, whose engine has been transferred to a new corps;—the whole proceeded to Portland and when returned to King's Square, retired to their respective stations.

No. 2.—This Engine, has recently undergone important improvements, and been fitted out in a handsome style. The Company are determined not be outdone by the best, and while such a generous spirit of rivalry exists among the Engine Companies, as has recently manifested itself, the community may feel more security from those terrifying fire alarms which were of so frequent occurrence, as was the case previous to the recent reorganization of the Department. We accord this tribute to their praise, and trust that our citizens will, whenever called upon, manifest *their* gratitude more substantially.

SINGULAR CIRCUMSTANCE.—The St. John Division of the New-Brunswick Regiment of Artillery, under Major FOSTER, mustered for Inspection yesterday, and proceeded to the Barrack Ground for target practice. The first shot fired struck a rock on which the target was placed—it split, and one half diverged at as nearly as possible to a right angle the distance of two hundred yards, and with such force as nearly to bury itself in the side of a vessel in course of construction at Courtney Bay. The piece of shot struck close to where one of the workmen was engaged. The practice was discontinued in consequence, until other ground can be selected, altho' the above has been used for the purpose during several years.

SHIP-BUILDING.—We understand that the new ship *Hannah*, built at Carleton this year, by William Olive, Esquire, and which left this Port for Liverpool, about two months ago, has been purchased by some monied gentlemen for the purpose of being fitted up and used as a pleasure yacht in which we hear it is contemplated to make a voyage round the world. She measures 480 tons register, and will make a fine, handsome, roomy pleasure vessel. The price paid was £4000 sterling. It is a substantial proof that our ship building is improving, when our merchant vessels are bought for yachts in England; and if Mr. Olive builds such handsome and excellent vessels for trading, it is hard to say what he could do if he were to try his best at building a yacht. We are happy to hear, also, that the Messrs. Wright received a good offer for their fine ship *Belooche*, which had not been accepted, however, as it was expected a higher figure would be obtained.—The new ship *American* has been sold for £5000.—[Courier.

NEW SHIP.—Towed into the harbour on Saturday last, from Quaco, a beautiful ship of 780 tons, called the *Lightning*. She was built by Mr. Samuel Carson, for Captain Peter Burns, of this city, under the superintendence of the owner.—She is constructed of the best materials the Country affords, is thoroughly copper fastened, and is a finely modelled vessel in every respect, reflecting much credit on the enterprising builder.—[New Bruns.

ST. JOHN REGATTA.

The annual Regatta came off in our harbour yesterday. The day was clear and balmy—one of those soft and mellow days for which our Autumn months are so renowned. A gentle breeze prevailed from the North West in the morning, which veered to the South-West during the forenoon.—Long before the hour appointed for starting the streets presented a lively appearance, from the throng of persons who were wending their way to the most accessible points from which a view of the spot could be obtained. The harbour was also dotted by steamers filled with spectators, and by sailing craft and boats of every description while H. M. Propeller Plumper, and the barque *Titania* stationed off Reed's Point, were gaily dressed with colours. The latter was the flag ship for the occasion, which was the starting and winning point for all the boats.

SAILING BOATS.—The first race was the sailing boats. Three started—the Celeste, entered by Mr. W. French; Dark Eyed Maid, entered by Mr. T. Sulis; Saucy Sally, entered by Mr. Ramsey. The latter took the start, but was overhauled and passed by the others—the Celeste coming in first, followed by the Dark Eyed Maid.

THE FOUR OARED GIGS, by men, was the first rowing match. Three started—the Xiphias, entered by the Indian Town Boat Club; Telegraph entered by Mr. J. W. Seely; and the Mystery, entered by Mr. Belyea. The Xiphias, took the start and kept it, winning with apparent ease.—The Telegraph won the second prize. The course was from Reed's Point, round Partridge Island, and back to the place of starting. The Xiphias performed the distance in 38½ minutes.

THE SIX OARED RACE was the next—three boats starting—the Superior, entered by Mr. J. Coil; the Stranger, entered by Mr. Shaw; and the Belle of Portland, by Mr. Spragg. The start was very even, and the boats came up to the starting point in the order above named; the Superior winning the race without the least trouble.

THE WHALE BOATS followed, and this was the most exciting race of the whole. Five started in beautiful style; but the contest came between the Sea Robber, entered by Mr. Henry Gilbreth; and the Canmore, entered by Mr. Daniel Sullivan. The former took the lead and kept it all the way up the harbour, but on turning the boat off Rankin's wharf, the latter got the start, and won by about a length. We understand that this race has been objected to by the crew of the Sea Robber on account of coming in contact with her antagonist.

THE FOUR OARED GIGS, by Amateurs, for the Ladies Purse, was the next race. Only two started—the Xiphias, and the Atalanta. The start was very good, but the former boat won with great ease.

THE WATERMAN'S BOATS followed. Three started. The first boat was the Water Witch, entered by Mr. J. King, followed by the Sea Flower, entered by Mr. J. Rowdley.

THE FOUR OARED GIGS, by Boys—five started in fine style, the Mystery, entered by Mr. B. Belyea, taking the lead, the Indian Town Boat Xiphias closely following. The Bluenose, entered by Mr. W. Walker, came in to the winning point first, followed by the Xiphias. The latter slipped a sea in turning the distance point, which nearly half filled her.

We are informed that the boys in the Xiphias have since challenged the Bluenose to row a private race with the same crews that rowed yesterday which has been declined.

THE SKIFF RACE followed, and prize was won by the Brickbat, entered by Mr. C. Bentley.

THE WHERRIES came next, and the prize was taken by the Midge, entered by Mr. T. Kennedy.

THE GIG AND PUNT RACE was the next, but afforded little sport, as the punt was caught in half a minute.

THE INDIAN CANOE RACE closed the sports of the day; the Eagle, owned by James Paul, coming in first, the Indian Hen second, and the Kettledrum last.

The day passed over without accident, and everything was conducted in the best possible manner. The arrangements of the Stewards were excellent, and the racing in general was interesting. It will be seen that the Indian Town rowers took two races in the Xiphias notwithstanding they had to contend with the celebrated Carleton rowers.—[Newbrunswick.

REMARKABLE OCCURRENCE.—Mr. Thomas E. Catlett, a worthy citizen of Gloucester county, Va., having taken passage on the schooner Legion, Captain Hall, at Clay Bank in York river, for Norfolk, in company with Mr. R. Newcomb, a neighbor, his family, was drowned accidently, on Thursday night, off the mouth of Back river.—The circumstances connected with the melancholy occurrence, as related to us by Mr. Newcomb, are somewhat remarkable. Mr. Catlett was addicted to walking in his sleep, and perhaps, from that cause was exceeding timid when going by water. Strange to say, however, he had lately conceived an insurmountable desire to take a trip to Norfolk in the above named vessel, of which a family connection of his was the master.

His wife, knowing and fearing the consequences of his peculiar habit, in a trip by water, did her best to dissuade him from so perilous an undertaking as she conceived it to be; but finding him resolute, she prevailed on Mr. Newcomb to accompany him, and exacted from Mr. N. a promise that he would have a vigilent eye over her husband's sleeping moments. But her solicitude was not abated even by that promise; for on Wednesday night when her husband left to go on board, she followed him nearly to the landing, conjuring him to turn back; but laughed at her fears and they parted—alas! to meet no more in this world.

In going on board, he remarked the roughness of the water, caused by a fresh breeze which had sprung up since the close of the evening, and observed, in a laughing way to the master of the schooner, "take care you do not drown me, Hall, if you do, I'd advise you never let my wife see yar face again." And during the next day, he occasionally referred, in a jocose manner, to his fear of being drowned. On the following (Thursday) night the schooner having cleared York river, and entered the Chesapeake, was gliding smoothly across the mouth of Back river. Mr. Catlett had kept awake since leaving home, and had resolved not to sleep while he remained on the salt water.

As the night wore away, Mr. Newcomb, being oppressed with drowsiness, laid down on the trunk and fell asleep, while C. reclined on the opposite side of it. The Captain was forward attending to the working of the vessel. Between 1 and 2 o'clock, Mr. C. (who had unconsciously, and in spite of his previous resolution, dropped asleep,) suddenly jumped up from his recumbent position, leaped upon the trunk, and commenced shouting and clapping his hands. Capt. Hall, alarmed at such conduct, ran towards him; but before he could reach him, Mr. C., in stepping backwards, fell from the trunk, pitched overboard, and the night being then very dark, was lost sight of. The boat, which was on deck, was immediately launched; but in the act it was filled with water, and before it could be made manageable, the unfortunate man had sunk to rise no more! He leaves a wife and six small children, who were entirely dependent on his personal exertions for their support. A sad reverse indeed.—*Norfolk Herald.*

CALIFORNIA.

Arrival of the Chagres Steamers—Large quantities of Gold Dust—Sacramento still Standing—The Troubles Quieted!!

The steamers Oregon, Northernet, and Republic have arrived at Panama, with dates from San Francisco to the 1st Sept. They brought down about two million of dollars in gold dust, and a large number of passengers.

The steamer Cherokee, Empire City and Georgia, arrived at New York on Saturday last, bringing the mails, passengers, and gold dust.

San Francisco papers are to the 1st September, sixteen days later than our previous advices. The news is favourable. The S. F. Herald furnishes the following summary of events since the sailing of the previous steamer:—

The squatter troubles in Sacramento almost wholly ceased after the first outbreak. Some of the ringleaders now await their trial. A few days after the fight in Sacramento, Sheriff McKinney was killed in attempting to arrest a man named Allen, one of the leaders of the squatter party. Capt. Radford, one of his party, was wounded; Capt. Hammersly was thrown from his horse and wounded. Two of the squatters were killed, and John Hughes, James R. Coffman and W. B. Carnegie were taken prisoners. Rumours prevailed in Sacramento that a band of four hundred armed men were in the vicinity of Weaverville, preparing to make a descent on Sacramento for the purpose of securing the prisoners. The wounds received by Mayor Bigelow are not likely to terminate fatally. It is said that his physicians entertain hopes of his recovery.

The excitement against the foreigners in the southern mines has subsided, and the assassinations have almost wholly ceased. A large number of Chillans and Mexicans have left the country in consequence of the law compelling them to take out licenses to mine, and business in San Joaquin district has suffered in consequence; but nevertheless, the mining operations are still prosecuted with industry and success.

Business, hitherto backward, has given some indication of improvement. In Sacramento there is a decided briskness, and in this city there is every reason to believe there will be great activity in the course of two weeks. The appearance of the city is much improved by the fine rows of buildings lately erected, and the streets are in progress of repair. The great cost of freights, as well as the expenses of building on the site of the recent conflagration, have rendered money for some time scarce, but the gold dust begins to come in from the mines, and it will doubtless, from this time for the remainder of the season, continue to flow in abundantly.

The emigrants continue to arrive in large numbers, and for the most part in great destitution.

Thomas Burroughs, late of St. Stephens, N. B., was killed in an affray with the Indians on the 10th of August, about five miles above the forks of the Klamet river. The Indians made a rush upon the party with whom Mr. B. was travelling, and in the fight which ensued, he fell mortally wounded by an arrow.

NEWS FROM THE MINES.

The Alta California, of Sept. 1st says:—"Accounts from the mines are encouraging. The mines in the vicinity of Humboldt Bay are perhaps at the present time fully as rich as the most profitable deposits in California yet known. In the Trinity, Choate and Klamath rivers, thousands are at work with extraordinary average success, and new diggings are daily opening. One hundred miles in one train, well packed at one store, passed by our office last evening, bound to the mines. Four or five trains of from ten to thirty, went up in the morning.

The Marysville Herald says:—We are credibly informed that one man at one haul took out a 40 pound lump of pure gold, at the Yuba, about 14 miles from Marysville on the day before yesterday.

SAN FRANCISCO MARKETS.—Considerable

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sympathy prevails in consequence of the scarcity of goods and scarcity of money, and for some articles have been unprecedented, thought, however, that prices will not decline the winter. American Flour has sold at figures; Lumber continues abundant, averages the price of freight; potatoes and onions do; brick, steady; the demand, coal active.

DEATH.

On Thursday at 12 o'clock, at the Lunatic Asylum, aged 30 years, the day eight of them died. They to have been poisoned, although other table were not affected. There are three deceased, with their occupations, E. Russel, (miller) C. Bell, (do) Bullaugh, (do) Bickworth (do) Cessna, (a station agent of the road) and his daughter, who were at Coroner's Jury is now in session.

The Charlotte Gazette states that the Stock in the St. Andrews and Q Company, reserved for English Sh been taken up, and that a shipment five and as much relished iron as five miles of the road, is to be made instant. This is gratifying intelligence

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☞ NOTICE to SEAMEN.—T will be hoisted on the Sand House, and Mrs. Bond will d Address to Seamen, (god willin afternoon at 3 o'clock.

☞ NOTICE.—Persons have the *Chronicle* Office, or with eit partners in that Establishment, a hand them in as early as possible,

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☞ Public attention is requested tisement of FARMS for sale at M will take place on Thursday next. is valuable and well situated.

Married.

On Tuesday last, by the Rev. D. D., Rector, Charles Lawrence second son of the late Thomas Solicitor, London, to Ellen Gordon, of Isaac Woodward, Esquire of th

On the 9th inst., by the Rev. Mr. Thomas Patterson, of the F which, to Miss Ellen Kirk, of the Pa

On the 10th ult., by the Rev. M. A., Mr. William Martin, of Miss Deborah Morris, of this city.

In St. Luke's Church, Portland evening, by the Rev. W. Harris Sowell, of the Parish of St. John Ann Morrison, of the Parish of Ga

At St. Ann's Church, Mispec instant, by the Rev. Thomas W. tor, Mr. John Meehinney, (Ma Bay, in the Parish of Pennfield, Thorne, daughter of Mr. James former place.

At Johnston Parish, Queen's Co inst., by the Rev. R. D. Palmer, Lyon, of Hampton, King's Count M., third daughter of Mr. Azor Fi former place.

Died.

On Wednesday last, James Va Mr. John and Eliza Fanjoy, aged eleven days.

On Wednesday evening, of inf head, Albert Dudley, sixth son of aged 7 years.

On Wednesday morning, Sarah the 30th year of her age, after a gering illness, which she bore wi tion to the Divine will.

At Hampton, on the 19th ult., M widow of the late Samuel Smith, a

On the 3d inst., at her resid Hampton, (K. C.) Mrs. Margaret of the late Thomas Palmer, of th 78th year of her age.

At St. Stephens, on the 4 h inst Sullivan, aged 24 years, leaving mourn their bereavement.

At Musgrove'lle, on the 28th third daughter of the Hon. Charles 23 years.

Marine List

PORT OF SAINT JOHN,

Saturday—Ship Sorrefeten, (N London, 56—