SUMMARY.

MR. STANLEY TO EARL GREY.

Carlton Gardens, Wednesday.

"My dear Lord Grey,—It is with no slight degree of shame, that I feel myself bound to apologize for conduct which must appear as vindictive as it is in reality unjust. Believe me, my dear Lord, the kindness and attention which I have received at your Lordship's hands, render it impossible for me to entertain those sentiments, to which, in an impetuous moment, I unhappily gave utterance. Indeed, after the considerate regard that I have always experienced, could I give place to other feelings toward your Lordship than those of the most profound respect, I feel that I should be guilty of a species of base ingratitude, of which, at least, I hope your Lordship will do me the justice to believe that I am incapable. I regret, deeply regret, having made that unfortunate speech; for, although the attack was not strictly personal, yet the charges brought against the Administration to which I had the honor to belong, were so ignoble and ungenerous and couched in language so gross and ungentlemanly, that I should consider myself for ever disgraced were I to offer one single word in justification. I therefore trust that I have not entirely forfeited those feelings of friendship which I have so long experienced; for, believe me, I feel in humiliation a punishment severe indeed; and to shame I have but to add regret, as an apology, which I hope will be considered as in some sort an atonement for my egregious folly.—I have the honour to be, my dear Lord Grey, very truly and faithfully yours,

EDWARD G. STANLEY.

"The Right Hon. Earl Grey, K. G. &c."

EARL GREY TO MR. STANLEY.

"10, Downing Street, Thursday.

"Sir—I received your letter last evening, and must confess that its purport has somewhat surprized me. No man can be more willing than myself to allow for the heat of debate; and, as you have supposed it possible for me to believe that the whole contents of a long, connected, well arranged speech, resulted from an overheated imagination, I cannot but regard the compliment you have been pleased to pay me as exceedingly equivocal. If the administration over which I presided was of a 'thimble-rig' character, were you not one of the principal players? How comes it that *you* were so long privy to 'the shifting of the pea,' and the riggery of the thimble? You, surely must feel yourself deeply degraded by so long an association with these 'riggers.' But enough of this. The 'apology,' as you were pleased to call it, was quite unnecessary. It needed not this 'apology,' to confirm me in my feeling, that the friendship formerly existing between us must now be forever at an end.—I am, sir, your obedient, humble servant. GREY.

"The Hon. E. G. Stanley."

The remarks which lead to the above correspondence are the following:—

IRISH TITHES BILL.—The House having resolved itself into Committee on this Bill, Mr. Littleton again enumerated the changes which had been introduced into the present measure.

Mr. Robinson warned the Committee against acceeding to a proposition which they did not understand; it was one of difficulty and confusion, and to judge from the unsuccessful attempt of the Right Hon. Gentlemen to explain it, he doubted whether he himself comprehended it.

Mr. Stanley objected to the resolution as the first step of a system of plunder about to be commenced on property. (Loud cheers.) It was plunder without assuming the boldness of plunder, having all the meanness without the dexterity of a common shoplifter. (Hear, hear.) He never saw any thing this conduct so resembled as the tricks of a certain class who frequented fairs and race grounds, whose tools of trade were a board on three legs, four or five thimbles, and a pea (loud laughter), whose game consisted in a sort of juggle, hiding the pea and asking the dupes, "Is it here, is it here, is it there?" the only result of all which was, that the person who was thus addressed was sure to lose whatever he had at stake. (Laughing and cheering.) There was his Right Hon. Friend with his pocket, the church pocket, the state pocket, and shifting from the one to the other, asking "Is what you want in this? No. In this? No?" and so on till he took up, like these wandering frequenters of fairs, all the thimbles and showed that what they had been seeking for had been appropriated or vanished. (Loud cheering.)

CHOLERA.—The cholera has, within the last fortnight, made great ravages among the inhabitants of the village of Barking, in Essex. About ten days ago, a fisherman, named Curtis, embarked on board the Eclipse, a smack belonging to Mr. Plough, leaving home a wife and five children; and on his return, after the voyage, he found that his wife and five children were dead and buried, all of them having been carried off in two days. In many instances, three and four members of a family have died.

Dublin, August 18.—*The authorities of the city have been compelled to re-open the Metropolitan Hospital at Grange-Gorman lane, for the reception of cholera patients. No less than 158 new cases in the city were announced on the 16th of August.—One of these, a poor woman, expired on the footpath in Marlborough-street, having been refused all ingress by the affrighted inmates of the houses in whose vicinity she was seized with the symptoms of this dreadful disorder. Accounts from Castlebar, county of Mayo, speak of the speed with which sufferers are now carried off there with astonishment. The physicians say that the attacks of this season much more resemble the Asiatic cholera than those of* 1832.

The Governor of Gibraltar announced by proclamation on the 7th August, that the cholera had totally ceased there.

A latter dated Madrid, August 13th, states that the cholera was nearly gone, the deaths having been reduced to about 30 a day for the last five days.

The cholera was prevailing at Gottenburgh to an alarming degree. Number of deaths 60 or 70 daily. Whole number to August 13th, 648.

Parliament.—It is generally understood that Parliament will not meet again until February, unless some emergency should call it together at an earlier period; and we hear from good authority, that before Ministers left town, arrangements were made for preparing and maturing several of the Government measures to be brought forward on the opening of the next Session. The most prominent among these measures are, Municipal Corporation Reform, Irish Church Reform, English Tithe Bill, and the Bill for Registration of births and marriages.

The demand for money in the London market has increased, and the Bank has given notice that they will require an advanced rate of interest.

Capt. Alexander, late of the 42d Regt. sets out shortly on his geographical mission to Africa. The Captain sails for the Cape, whence he travels over land to his destination.

Military Flogging.—The infliction of 300 lashes lately on a soldier having caused so much excitement, the following fact may be curious. Mr. Montgomery Martin, a journalist established in Bengal, was obliged to break up his establishment and quit India, in the year 1829, in consequence of having observed upon the punishment of 1000 lashes inflicted on a soldier of Artillery.

Died, in London, Aug. 6, aged 52, Mr. Ralph Prince, a gentleman who spent almost the whole of his life in the service of Messrs. Longmans, the great publishers. He was the author and translator of seven multitudinous books, bearing the names of veterans in literature, and not one to which his own name is affixed. He was a native of Bolton, where his brilliant talents were easily discovered by Mr. Roscoe, who put him to school under the celebrated Lempriere, where he acquired the classical languages with astonishing facility, and soon after became so able and extensive a linguist, as to read, write, and speak with fluency, about eighteen tongues.

The Marquis of Anglesea being in debt £600,000, is compelled to sell off some of his mining estates, which will still leave him an income of £40,000 per annum.

The accounts of the progress of the harvest both in Scotland and Ireland are most encouraging.

On the 14th of June, H. M. brig Charybdis, captured a large brig called the Tamaga, under Portuguese colors, in the Bight of Benin, with 444 slaves on board, with which she proceeded to Sierra Leone.

Mrs. Opie.—The celebrated Mrs. Opie passed through this town, last week, on her way to the north. She was accompanied by several friends. She is a dignified, mild, matronly looking Quakeress, with a highly expressive and intellectual countenance, and was dressed in the studied plainness of attire peculiar to the denomination to which she belongs.—*Dundee.*

TEA PORTS.—The Lords of the Treasury have approved of the under-mentioned ports, for the importation and warehousing of tea, viz.,—London, Liverpool, Bristol, Hull, Leith, Glasgow, Greenock, Port-Glasgow, Dublin, Belfast, Cork.

In Russia, Poland, Hungary, Prussia, Silesia, Bohemia, and even in Austria, according to the papers, such a continuation of drought as has prevailed since the commencement of the spring is unprecedented, and the consequences are most ruinous to the hopes of the farmer.

The Inquisition in Spain, which had already been suppressed *de facto*, has been suppressed *de jure* by a Decree dated 15th July last, and the property, income, and other goods belonging to the institution, are to be applied to the payment of the public debt.

Of 101 Deputies elected to the Portuguese Cortes, 75 are ministerial, 26 opposition, and 6 doubtful.

The Pope has resolved to address a second and last admonition to Don Pedro, and then should this prove ineffectual, to have recourse to excommunication.

RUSSIA.—*Great Fire in Tula.*—Tula, one of the largest, handsomest, and most populous Russian provincial capitals, was desolated on the 11th of July by a dreadful conflagration. Nine churches, 670 private buildings, the wooden dwelling-houses of the numerous masters and workmen of the celebrated manufactory of arms, the iron magazines, the tallow magazines, the fish market, the butchers' market, were in a short time reduced to ashes. Many thousand inhabitants have by this catastrophe lost all their property, and are reduced to beggary. His Majesty the Emperor has given 100,000 rubles to relieve the most urgent wants of the inhabitants.

POLAND.

Russian Barbarity—Heroism of a Polish chief.

After more than a lapse of twelve months, the Extraordinary Tribunal at Warsaw, composed partly of Russian Generals and partly of Polish Magistrates, instituted for the purpose of trying the principal actors in the Polish Revolution, has at length come to a final judgment. The members of the government of Five are all condemned to death, without even excepting the Generalissimo Skrzynecki, who only formed part of the Council on extraordinary occasions. The second Generalissimo, Prince Michael Radziwill, is not included. This indulgence is attributed to the intercession of the court of Prussia, to which the family of the Prince is allied. Of all the members of the Government affected by this judgment, the venerable Vincent Niemojowski is the only one remaining in Poland, the others having taken refuge in foreign countries. After the publication of the judgment, the Lieutenant General of the Kingdom, Prince Paskewitsch, had Niemojowski brought before him, loaded with chains, and recommended him to implore the clemency of the Emperor, but the noble minded old man rejected the counsel. The Lieutenant General, however, has demanded his pardon of the Emperor, attributing the obstinacy of Niemojowski to mental alienation in consequence of the suffering he had undergone during his confinement in his dungeon.

The same judgment also condemns to death all who filled public offices before the Revolution, and afterwards took part in the regency of Zakroczym. This class is very numerous, as they have included all the deputies as public functionaries. The mode of execution varies according to the degree of culpability. Some are to be decapitated, and others are to be gibbetted, and the judges have carried their barbarity so far as to order that the execution of the young men, who gave the first signal of the Revolution by attacking the Palace of Belvidere, shall be preceded by mutilation. Prince Czartoryski, Messrs. Morausky and Barriskowsky, are condemned to death, as well as Niemojowski, as members of the Government of Five.

UNITED STATES.

TEMPERANCE SHIPS.—A meeting of the officers of the various Marine Insurance Companies of this city was convened yesterday, to take into consideration the propriety of making a difference between those vessels which have spirituous liquors on board, and those which have not. Mr. Delavan, Secretary of the New-York State Temperance Society, made various statements of facts, illustrative of the increased hazards to navigation from the use of spirituous liquors, and it was *resolved unanimously*, that on all policies hereafter issued, upon vessels and outfits, five per cent of the whole amount of premium shall be returned, upon evidence being produced that spirituous liquors were not used by the ship's company during the voyage.—*N. Y. Jour. Com. Oct.* 3.

Extract of a letter from Salina, N. Y., written on the 25th September.

"This place has suffered perhaps more than any of its size on the continent, with that dreadful malady the cholera. From Sunday to Tuesday we have had *twenty-two* deaths out of a population of twelve hundred souls.

"A remarkable cure of a Cholera case occurred at this place on Monday. One of the men employed in the salt works had a violent attack. He earnestly requested that he might be covered all over with the hot salt from the pans. His request was complied with, and the salt, as hot as it could be borne, was placed around him in large quantities, from his feet to his chin. The result was a speedy perspiration, and a quick and regular pulse, and in a few hours, the man was almost free from the disease. I had this from the lips of a respectable physician, who told me, that when an opportunity offered he should certainly try the experiment.—*N. York Com. Adv.*

The cholera has appeared in Philadelphia, and 11 deaths occurred last week by that disease.

It is stated that the cholera has made its appearance in a very malignant form in Austin's Colony, Texas.

Spurious gold coin of the new emission.—The public are cautioned against receiving spurious pieces of coin, purporting to be half and quarter eagles of the new emission. They are remarkably well executed.

Sermons from the Fowls of the Air and the Lilies of the Field, or Lessons of Faith beside the common path of life. By Samuel Nott, jr. N. York. 1834.

It is no unimportant lesson, which this little volume is intended to inculcate. It teaches, what is very apt to be forgotten, that the voice of religion is not heard alone in the temples of public worship, nor its light alone kindled in the secret retreats of devotion; but that this light is gloriously reflected from every page of the great book of nature, and this voice uttered, with commanding power, in the vast temple of the world around us. There are many who believe, that religious faith cannot wander in these paths without losing something of its heavenly nature: that to be indifferent to earthly things is the beginning of piety; and that the only way to preserve that piety unstained and unimpaired, is by withdrawing one's self, as much as possible, from the daily discipline of the world. The doctrine of the author is, that we do not learn from the gospel, to consider leisure or retirement as the best school of piety; that life, in all its right employments, is most truly such:—that nothing which men *ought* to do, lies without the school for heaven. This doctrine is enforced in his sermons with much fertility of illustration, unaffected earnestness, and simple eloquence.—*Boston Daily Advertiser.*

THE OBSERVER.

ST. JOHN, TUESDAY, OCTOBER 14, 1834.

We have dates from Europe a day or two later than those received last week,—they furnish nothing important. A variety of items will be found in previous columns.

The Board of Health on Saturday reported one death by cholera subsequent to Tuesday last. The Board not having favoured us with a report to-day, we cannot announce any *certain* intelligence respecting the disease since Saturday; but it was yesterday currently reported in town that several cases and two deaths had occurred within the preceding eight and forty hours. We think that the Board, after having commenced issuing reports, should continue to do so at least once every two or three days, or as often as a paper is published, whether there are any cases or not, in order to satisfy the public mind both in town and country,—more particularly the latter, where, it is well known, erroneous reports are often prevalent. We fully expected an official notice from the Board this morning, but have been disappointed. It is necessary to state, however, that no alarm exists in the city, business being attended to by all as usual.—People from the country may safely come to town without danger.

We have inserted in another part of this paper the particulars of the loss of the schooner *Sarah*, copied from the Eastport papers,—(a hasty notice of which melancholy event we gave last week.) The Mr. Smith lost, was not the son of Captain Smith of this city, as at first reported, but a gentleman belonging to the West Indies.

NEW SHIP.—Arrived on Saturday evening, from Granville, N. S. (towed by the Steamer *Maid of the Mist.*) the new ship "*Barlow*," of about 440 tons, owned by Messrs. E. BARLOW & SONS. The Barlow is in every respect a most superior ship, and will be another ornament to the fleet of fine ships belonging to this port.

The whole number of qualified Electors in Lower Canada, is stated in Neilson's Gazette, to amount to about 60,000.

NEW INVENTION.

E*****T's Gravitating Rotatory Steam Engine.

A new and highly important discovery has recently been made, in the application of Steam to a very simple Machine, by combining those two powerful agents, *Steam* and *Gravity* together, and—called a GRAVITATING ROTATORY STEAM ENGINE; for generating a steady rotatory motion by the pressure of Steam exerted between a gravitating weight and a *closed-&-alternating* Valve; and capable of communicating a direct rotatory motion, as a *first mover*, to all kinds of Machinery *by means of a single wheel on a shaft*; requiring neither crank or piston, or but very few of the incumbrances of the common Steam Engines now in use.

The above is the invention of an Englishman, a practical Mechanic, who has been employed in the construction of a great variety of Mills and other machinery in this Province, and has occupied the most of his leisure time, for the last eleven years, in its completion.* We have seen a drawing of this *Gravitating Rotatory Steam Engine*, and also some of the castings intended for one, which were made nearly a year ago at the Foundry of Messrs. HARRIS & ALLEN, of this city. From the following brief description with which we have been furnished, we presume that any scientific person may, in the absence of an engraving, form a pretty correct idea of its plan, simplicity, and capabilities. As to its application as a *first mover* we may safely assert that it is unequalled. At a future and no very distant time we shall procure an engraving with references for further illustrations.

The principal part of this *Gravitating Rotatory Steam Engine*, consists of a strong cast iron wheel, of any given diameter, having a hollow rim, with three, four, or more arms in it, some of which are also hollow for conveying steam. A part of the space in the hollow rim of this wheel is very nicely fitted inside with a piece of solid cast iron or other heavy metal, forming the *gravitating weight* intended to fix the maximum of the desired power, which weight slides *freely* all round this rim, *or more properly the rim round it*, and is made steam tight at or near its ends, either with packing in the common way, or with mercury. The steam is made to enter the wheel at its centre, by a moving steam-tight cellar fitted on the wheel shaft close to the wheel, and passes by a valve into one of the hollow or *working* arms, which conducts the steam to the rim while that arm is at the lower circumference,† when the valve at the extremity of the arm shuts, and brings the pressure of the steam in contact with the gravitating weight in the hollow rim, where acting with its expansive force against the end of the weight and pressing against the closed valve, a separation of these parts takes place, the rotatory motion is generated, and the wheel is moved round by this joint resistance (the weight remaining suspended at the pressure) until that arm is carried round to the top, when the valve attached to it opens and lets the weight slide quite clear of it; *whilst the valve in the opposite arm* being at the bottom in *its* turn, now shuts through and cuts off a small body of the steam at its pressure, and resists the flowing steam as the first one had done before, at the same instant opening the exit valve immediately behind it: the valves attached to the working arms thus alternating with great mechanical regularity, let the speed be ever so great, being instantly and simultaneously *shut* when at the bottom and *open* when at the top of the circumference.

A Rotatory Engine of 100 horse power of this descriptive principle would not weigh more than $1\frac{3}{4}$ or 2 tons—need not be over 10 feet diameter—or the hollow rim not more than from 10 to 18 inches wide; for although the longest leaverage is at all times most desirable, yet the difficulty of construction is somewhat increased by so doing. For Steam Boats this Rotatary Engine is put immediately on to the paddle shaft which crosses the boat,—occupying the centre of the boat; or two smaller wheels may be used, placing them near to the sides of the vessel, and on each side of the boiler, which boiler may be in the middle.

As stated before, the motion produced is one continued steady rotation—there is no waste of steam in the operation, and not an atom of steam goes into the wheel but what *must* exert its whole force—is subject to no unequal pressure, no retardation or jerking (inseperable from the use of cranks)—no minor parts of machinery to get out of order—no friction except the shaft in its boxes, the steam collar, and the sliding of the gravitating weight through the rim; its advantages also in *time saved* are as much superior to Engines on the *old principle* as a *wheel* lathe is to a *pole* one. The cost of constructing will not exceed one fourth the price of an Engine on the old principle, nor occupy more than one-fifth of the usual space. Can be worked on either the high or low pressure principle: when for the latter he adds a small wheel of the same description, on the same shaft, and not over 4 feet diameter or 3 inches square in the rim, for an air pump; and makes double steam pipes in the working arms of the large rotatory wheel.

It must be highly gratifying to the lovers of science in general, that this highly important discovery of a new application of Steam has been made, and more particularly so to our Provincial readers, to learn that this Engine, which has occupied the attention of scientific gentlemen and practical mechanics both in Europe and America, from the early days of the highly-gifted WATT to the present time, should at length have been discovered amidst the forests of *New-Brunswick*, by an unassuming Mechanic, among other pursuits occupying his winter evenings amusement.

LABOR OMNIA VINCIT.

* The Model of the first attempt having been destroyed in the great Fire at Miramichi in the year 1825.

† Each working arm is fitted with sliding valves, worked by hand gearing, for starting the Machinery, or reversing the motion.

Wednesday last, the day set apart as a season of public humiliation and prayer, was observed in this city with Sabbath-like solemnity, business of all kinds being wholly suspended, and the several places of worship numerously attended. In St. Andrews, also, we learn by the Standard, the day was similarly kept, and it would of course be so observed in all other parts of the Province.

THE FIRST SNOW.—*We had a snow storm of more than an hour's duration this forenoon, driven by a North East wind. The snow melted as it fell.—The weather is yet unsettled.*

The deaths by cholera in Quebec this season have been between 1400 and 1500.

The amount of Property ascertained by the Assessors of the City and County of New-York, to be taxable, is about one hundred and eighty-eight millions of dollars.—The assessed value of real estate is not, on an average, above two-thirds of the real value.

PROVINCIAL APPOINTMENT.—Robert Parker, Esquire, to be a Judge of the Supreme Court, in the room of the late Honorable Judge Bliss.—*Fredericton Royal Gazette, October* 8.

Arrived, on Thursday morning, in tow of the steamer *Maid of the Mist*, from Wilmot, N. S. the new ship "*Henry*," of 400 tons, J. Brown, commander. The H. was built at Gesner's Ship Yard, under the superintendence of Mr. Tristram Ring, for John M. Wilmot, Esq. of this city, and for beauty of model and superiority of materials and workmanship, stands unrivalled in the Province.—*Gazette.*

A SCAPEGRACE.—The Pictou Observer intimates that the story of the wreck of the ship Sybel, of Liverpool, from Cromarty for Quebec, with 350 passengers, on St. Paul's Island 3d Sept. is a fabrication of the youth by whom it was set afloat, and has been used for the purpose of levying contributions on the charitable.—*Novascotian.*

[As this graceless youth has reached St. John, we have been requested to caution our citizens against being imposed upon by his falsehoods.]—*Courier.*

HALIFAX, OCT. 8.—*The Cholera.*—During the 24 hours which ended on Sunday at 11 o'clock in the forenoon, there was one case and one death—up to Monday at the same hour, five cases—and the following was the report, we understand, made to the Central Board yesterday.

New Case 1—Died 1—Remaining, Private Practice 10, Dalhousie Hospital 4.

Since yesterday's report was made, two Persons, we have heard, have died of the disease.

We hope and trust that in a few days the health of the Community will be completely restored.

Extract from the Minutes of the Central Board of Health, 8th October, 1834.

Resolved—That from the fact, that no new case of Cholera has been reported during the last 24 hours, and that none exists in the Hospital,—the Board have the pleasure to announce to the Public, that they have discontinued the Hospital Establishment at Dalhousie College.

Mr. ORROK, Secretary to the London Children's Friend Society in the Canadas, has arrived in the Concord from London, with twenty boys sent out to be apprenticed in the country.—Mr. Orrok we learn proceeds to Montreal to establish himself there should his expectations be realized, for the purpose of forwarding the views of the Society in London. Several of the boys have already been apprenticed in Quebec.—*Quebec paper.*

Rich in Poverty!—The poor's rates of England and Wales absorb £8,700,000, a sum equal to the entire revenues of Prussia, to twice the revenues of Spain, and five times the revenues of Sweden and Denmark.

The Court Journal, of the 26th July mentions that a proposition has been submitted to Government to colonize an extensive tract of country (not hitherto located upon) in Upper Canada, by a new company.—*Montreal Herald.*

The West Indies are 177,140 square miles; they contain 74,240 white, 884,600 coloured inhabitants; their revenue amount to £541,500, and their expenditure to £551,600; their imports are worth £5,806,400, their exports £9,932,509; the property yearly created is £21,972,549, and the whole existing property, moveable and immoveable, is estimated, at £126,690,000.

KINGSTON, Jam. Sept. 8.—*About one o'clock yesterday morning two alarming shocks of earthquake were distinctly felt. They were preceded by a long, hollow, rumbling noise, the usual precursor of this awful phenomenon in nature—the undulations, which were from North to South, continued for four or five seconds, and from their violence, seemed to threaten the destruction of the city.—As far as our recollection serves, these shocks were severer than experienced here since the memorable earthquake of* 1812.

SEPT. 12.—*We understand that the Baptist Chapel in the parish of St. Ann. has been burned down, but by whom it is not known. The Magistrates have offered a reward to any one who can give such information as will lead to the detection of the perpetrators of the wanton and illegal act.*

The earthquake appears from our country letters to have been severely felt from one end of the Island to the other, and to have caused great consternation. Houses, had been more or less injured in almost every parish.

July a Revolutionary Month.—On the 9th of this month, in the year 1386, the despotism exercised over Switzerland by the House of Austria, was wrecked on the field of Sampach. On the 26th of July, 1581, the Confederation of the Low Countries promulgated an edict, by which they renounced their allegiance to Philip II. On the 11th of July, 1690, James II. lost the battle of the Boyne, which for ever excluded both himself and his posterity from the throne of Great Britain. On the 4th of July, 1776, the Congress of the United States declared their country independent of the English Crown. On the 14th of July, 1789, the flag of liberty waved over the French Bastile. And on the 25th of July, 1830, Charles X. of France signed the death warrant of his dynasty.

COBBETT.—Old Cobbett is certainly an amusing vagabond—in a late article upon paper money, he says: "Our American territory is all overrun with base and infamous paper money, *propped up by the National Bank of the United States.* Chaos will come there unless real money be sent out from here. New Brunswick and Nova Scotia have their *victuals*, their cabbages, their *peas*, their *cherries*, and their *eggs*, from the United States."—*Novascotian.*

DIED.

At St. Stephens, on the 6th instant, Mr. Thomas P. Brown, formerly of this city, leaving a wife and five small children.

At St. Andrews, on the 3d inst. Mrs. Mary, wife of Mr. Thomas Roberts, in the 25th year of her age, leaving a husband and two children to mourn their loss.—Wm. Thomas, fourth son of James Price, 5 years and 5 months.—On the 8th inst. Mr. George Berry, cabinet maker, aged 30 years, a worthy, upright, and much esteemed member of that community.

At Fort Cumberland, N. B. on the 15th ult., Mrs. Lowerson, in the 90th year of her age.

At Eastport, on the 3d instant, of consumption, Jonathan D. Weston, Esquire, Counsellor at Law, aged 52 years.

At Ballinasloe, Ireland, after an illness of two years, Mr. John M'Cardell, in his 43d year. The deceased served 22 years in His Majesty's 52d Foot, the greater part of which as a Quarter-master Sergeant, and was at many of the engagements on the Continent. He was well known in Halifax, and beloved by all who had the pleasure of his acquaintance. He was generally admired as a good soldier, and a sincere and unaffected friend.—*Halifax paper.*

PORT OF SAINT JOHN.

ARRIVED,

353. *Tuesday*, brig Daniel Kilby, Crowell, New-York, 3—W. & T. Leavitt, assorted cargo.
354. *Wednesday*, ship Clarkson, Watson, Hull, 42—John Robertson, coals.
355. *Thursday*, brig Amity, Suttry, Greenock, 46—G. D. Robinson & Co. coals.
356. Charles, Dudne, Cork, 42—John Ward & Sons, ballast.
357. Trafalgar, Christopherson, Galway, 45—to order, ballast.
358. Clorinda, Cronk, New-Haven, (Con.) 6—Sum. Gould, pork, staves, &c.
359. P. I. Nevius, Scribner, New-York, 4—D. & P. Hatfield, assorted cargo.
360. Margaret, Smith, Dundalk, 52—R. Rankin & Co. ballast.
361. Ship Europe, Ayre, Liverpool, 46—J. & H. Kinnear, ballast.
362. *Friday*, ship Beverley, Lawson, Liverpool, 44—G. D. Robinson & Co. salt and coals.—On the 1st inst. lat. 43, long. 60, spoke the brig William, Cannon, hence, for Lancaster—all well.—On the 9th, off the Southern Head of Grand Manan, saw the ship Scotia, hence for London.
363. *Saturday*, ship Orient, Aikenhead, Belfast, 35—John Robertson, ballast.—10 passengers.
364. Brig Faithful, Davison, Newcastle, 53—Mackay & Co. coals, etc.
365. *Monday*, ship Canton, Melville, Port Glasgow, 34—R. Rankin & Co. merchandize.—Sailed in company on the 8th of Sept. with the brig Two Sisters, of St. Andrews, for Messina, (Mediterranean.)—Spoke on the 26th ult. lat. 44, long. 58, brig William, of and from Jamaica, bound to Quebec, 28 days out.
366. Europe, Noble, Port Glasgow, 42—R. Rankin & Co. ballast.
367. (At Quarantine,) brig Cupid, ——, Newry,—John Robertson.
368. (At do.) sch'r Elizabeth, Hammond, Halifax,—W. Vaughan, assorted cargo.

CLEARED,

Ship Victoria, Atchison, Liverpool, timber.
Brig Astrea, Fitzsimmons, Belfast, timber.
Patriot, LeBlanc, Quebec, assorted cargo.
Clara, Bowles, Cork, deals.
Sch'r Industry, Brown, Quebec, rum, etc.
Abigail Richmond, Harden, N. York, plaster.
Charles King, Dolliver, Philadelphia, salt.

In Mozambique Channel, June 28, ship James Stewart, of this port,—400 barrels sperm, and 5 right whales.

Cleared at Quebec on the 25th ult.—schooner Willing Lass, Watt, St. John.—Arrived, 29th, brigantine Britannia, Walker, Jamaica.

Arrived at Liverpool, Aug. 27.—Barque Dorothy, Dearness, St. John; Maida, Peckit, do.; Aspasio, Burdes, do.; Harriet, Nowton, do.; Cumberland, Nicoll, do.

Notice to Mariners.—A light will be exhibited from sunset to sunrise, at Fort Amherst, on the south head of the entrance of the Port of St. John's, N. F.

From the Eastport Democrat, October 8.

MELANCHOLY SHIPWRECK AND LOSS OF LIVES.

It seldom falls to our lot to record a disaster so truly melancholy in its consequences as that which we are about to record. Never since our residence in this town has an occurrence taken place in this vicinity to such an extent afflicting, and never before have we witnessed such gloom as is now depicted in every countenance. The Packet Schooner Sarah, Thomas Pierce, Master, of and for this port, which sailed from Boston on Tuesday the 30th ult. with a full cargo of merchandise, and thirteen passengers on board, was wrecked on Seal Island, in a heavy gale of wind, on the morning of the second instant, at 4 o'clock, and sad to relate, seventeen persons were lost, and only six saved. The vessel went entirely to pieces in a very few minutes after she struck.

The following particulars we have obtained from Peter Goulding, Esq. of Perry, passenger on board the Sarah, and John Boole, one of the sailors.

Left Boston on Tuesday, 30th ult. at half-past six o'clock, P. M. wind fresh from S. S. W. At four, P. M. next day, passed Mount Desert Rock—at 8 o'clock, made a light, which Captain Pierce supposed to be Petit Manan—at half-past nine made another light, which he supposed to be Moose Peeka, but it did not revolve—at half-past ten, unexpectedly made another light, which caused him to doubt having made the particular lights above stated, and to conclude that the first must have been Libby's Island Light, the second West Quoddy, and the last Head Harbour;—he then took in sail and let go both anchors, vessel laying a short time in the trough of the sea, but as soon as she came head to, carried away her windlass and parted both chains—he then made sail, put her on the wind heading S. S. E. until he judged himself clear of the land—at 12 o'clock wore ship and stood in N. N. E. until he made land ahead, then wore ship again and hauled off S. S. E. supposing himself in the Bay of Fundy to the eastward of the Wolves—at 4 o'clock, the weather being thick and the wind blowing a gale, made land, at the same time found that the vessel was among the breakers—swayed up the sails and trid to weather the land, having no room to wear, but it was all of no avail, for in a few minutes she struck on what proved to be one of the Seal Islands.

The awful situation of those on board, at this period, can better be imagined than described. In a few minutes, her foremast went by the board, and soon after the mainmast, and in the course of half an hour the hull of the vessel was literally stove to pieces.

The names of the persons saved are Peter Goulding, Esq. of Perry, and Mr. Jeffries, of Sussex Vale, New-Brunswick, passengers; John Boole, George Kircus, and George Stowell, seamen; and the stewardess, a colored girl.

Mr. Goulding and the colored girl saved themselves by clinging to a piece of the quarter deck which was washed upon the rocks. Mr. G. was so much bruised as to be unable to walk when he got on shore. One of the sailors got into the boat at the davits with the mate and one passenger, for the purpose of saving themselves, but the mate and passenger, thinking there would be no chance of escape that way, got on board again, leaving the sailor in the boat, who was soon washed out, and finally washed on shore safe. The other two sailors and one passenger saved themselves by jumping from the bows of the vessel upon the rocks, as the sea left them bare, and as the sea came upon them they held fast to the rocks until it again receded, when they would crawl as far as they could before another sea came upon them, and in this way they finally succeeded in reaching the shore above the break of the sea.

The names of those who perished are, Thomas Pierce, master; John Swett, mate; Ebenezer Starboard, and Joseph S. Cony, passengers;—all of this town, and all having left wives and children to deplore their untimely fate; a son of Capt. Pierce, about 9 years old; Stephen C. Talbot, son of J. C. Talbot, Esq. of East Machias; W. Fowler, of Lubec; Samuel Wiggins, son of Stephen Wiggins, Esq. of St. John, N. B.; Wm. Featherstonehaugh, of Lubec; Mr. Smith, from the West Indies; Robt. Dyer, sailor; and Collins Warwick, cook. The names of the other persons not known.

[From the Sentinel.]

THE WRECK.—We have gained other particulars since our article was written. The bodies of Messrs. Talbot, Smith, and Fowler, and of the cook, were found—that of Mr. Fowler was brought to Lubec—the others were buried on Seal Island. Those of the crew saved are John Boole, of Shelburne, and George Kircus, and George Stowell, both Englishmen. Of those lost, we learn that two of the forward passengers were seamen belonging to the brig Elizabeth, Capt. Barto, of St. John, discharged in Boston, that the seaman was Robert Dyer, of Pleasant River, and that the cook's name was Collins Warwick, and that he belonged to Nova-Scotia.

We learn also that on Friday, three schooners and a brig were off the Seal Islands, picking up goods, and that signals of distress were made from the Light House, which they must have seen, but to which *they paid no attention.*—May those who controlled their movements, never have the mercy measured to them, that it seems they measured to the survivors of the Sarah! The Sarah's cargo was valuable, and belonged mostly to the merchants in this town. Mr. Fowler, of Lubec, and Mr. Goulding, of Perry, however, had considerable, the latter about $1100, no insurance. The amount insured by others is unknown, but it is presumed less than half the value was covered.