

an unquenched thirst for vengeance. At this juncture the eye of Smuggleton rested on the fallen knife glittering at a little distance on the ground, and unguardedly he stooped to reach it. Kenrick, but, too conscious of his fatal purpose, rushed wildly forward, and driving his clinched fists, with all the impetus of weight and fury, on the exposed side of his adversary thrust him staggering towards the fiery kiln; a second blow, and the hopeless wretch toppled headlong over the verge—the blue flame flashed highly for a moment and there arose a frantic shriek of agony, shrill as the outcries of the damned! It echoed through the dim thick wreaths of eddying smoke into the vague shadows of night, and all again was silent.

"Astounded, and half doubting the evidence of his senses, Kenrick looked over the edge of the kiln.—All below seemed of a hollow, deep and fiery redness, as a burning crater—with, over and anon, a faint and lurid play of purple flame, and swiftly ascending clouds of vapour that whirling, gathered and dispersed. Of his victim as yet not a vestige had been seen; for Kenrick had overlooked the object of search. But, on a second glance, the scorched and desperate wretch appeared, his clothes on fire—clambering with lacerated hands the burning boundaries of the kiln. An instant more, and one hand was stretched eagerly over the top; when, frenzied with a new fear, Kenrick stamped brutally upon it, and all was over: his enemy had fallen with a plunge into the crumbling centre of the pit.

"The burning breath of that last fall had lent to agony no sound! but, though bereft of utterance, the fell glance of Smuggleton, even as he sunk into the sparkling dust and sulphurous vapour that buried and consumed him, was one that Kenrick saw for ever! Alone, in silence, or in the noisy stir of men—in blackest night, or in dazzling glare of day—those glassy eyes seemed still to threaten in the air, while conscience stamped upon his heart the curse and misery of Cain!"

CALAMITIES AT SEA.—It is well known that the last year was remarkable for the number of its casualties at sea. The *Sailor's Magazine*, furnishes the following melancholy details; and when it is considered that they refer principally, if not entirely, to American shipping, and even then only to such as resulted in total loss, the heart sickens as it contemplates the picture which imagination presents to the immense aggregate of human victims, which, must have been swallowed by the "insatiate deep," in all parts of the world.

"The whole number of total losses recorded in 1837, was four hundred and ninety one! while the number of lives destroyed in them was twelve hundred and ninety five.

In these 491 vessels, there were 95 ships and barques, 135 brigs, 234 schooners, 12 sloops, and 15 steamboats. Forty three of these were lost at the end of 1836, but the tidings of their fate only reached here in 1837. As far as could be ascertained, the numbers in the respective months ran thus:—January 38; February, 54; March, 24; April, 30; May, 19; June, 15; July, 42; August, 50; September, 32; October, 43; November, 44; and December, 7."

Many of these, no doubt, as in cases of the Bristol and Mexico, were lost through carelessness and inattention; to remedy, as far as possible, this great evil, a law has been proposed in England to appoint Commissioners, whose duty it shall be to examine with great care into the qualifications of all persons holding responsible offices in the management of ships. If the powers of the Commissioners were extended so as to make it incumbent upon them to scrutinize rigidly on every case of shipwreck occurring on the English coasts, the humane object of this law would be still farther promoted.—*N. Y. Emigrant.*

AMERICAN.

STATE OF MAINE.

Resolves in relation to the commercial intercourse between the United States and the British Provinces of Nova-Scotia and New-Brunswick.

Whereas the Proclamation of the President of the United States, being thereto authorized by a law, the ports of the United States were opened to vessels of Great Britain and their cargoes, from the British Colonial Ports of Nova-Scotia and New-Brunswick, without the requirement on the part of the British Government to open the Ports of said Colonies to vessels of the United States: and whereas the Ports now open in said Provinces can at any moment be closed against the Admission of all American vessels, without conflicting with any commercial arrangements, or treaty stipulation, between the United States and the British Government; and whereas American vessels are entirely excluded from all the ports at which the principal exports of said Provinces can be directly obtained—therefore.

Resolved, That the interests of the State of Maine require that all the ports in the Province of Nova-Scotia and New-Brunswick, which are now, or may hereafter be, Ports for the delivery and reception of cargoes for British vessels, be made Ports of entry for the delivery and reception of cargoes for American vessels, or that the Ports of the United States should be closed against British vessels coming from said Provinces.

Resolved, That our Senators and Representatives in Congress be requested to exert their influence in obtaining the object contemplated by the foregoing Resolve.

Resolved, That the Governor be requested to transmit copies of the above Resolutions to the President and to each of our Senators and Representatives in Congress.

House of Representatives, March 31.

ARRIVAL OF THE STEAM SHIPS.—A new era in navigation dates from this 23d April, on which we have the pleasure of recording the arrival from England, of the steam packets *Sirius* and *Great Western*, in the extraordinary passages of 17 and 14 days. The *Sirius* came up early this morning, and the *Great Western* was announced to be in sight about eleven o'clock. We learn from the passengers on board the *Sirius*, that her performance as a sea boat, during a very stormy and trying passage, has been most admirable, and such as fully to equal the highest expectations of her owners and commander.

Although a large vessel—very nearly equal in tonnage to our Liverpool packet ships—the *Sirius* is but a pigmy compared with the great steam ship, the "*British Queen*," of 1800 tons, which was to be launched soon after the sailing of the *Sirius*; and belonging to the same owners—the "*British and American Steam Navigation Company*,"—which has entered upon this great business with a strength of means and a liberality of expenditure promising the most splendid and profitable results. The *British Queen* is said to be a master piece of naval architecture—of most beautiful model and extraordinary strength and solidity.

The builders, Messrs *Curling and Young*, have had *carte blanche*, we understand, for every requisite to security against the perils of ocean navigation, as well in point of expense as of time in building. Immediately after launching she was to be taken to Glasgow to receive her engines, which have been constructed by *Napier*, who ranks among the first in Great Britain. In a word we are prepared to see in this great vessel the *ne plus ultra* of naval architecture.—*N. York Com. Adv. April 23.*

THE BEE.

WEDNESDAY MORNING, MAY 9, 1838.

By H. M. packet *Swift* at Halifax, we have London dates to the 5th ult, and by the *GREAT WESTERN* steam ship at New York in 14 days from Bristol, English dates to the 9th are received.

In another column we give an account of the joyous excitement at New York on St. George's day, occasioned by the arrival of the *Sirius* and *Great Western* within a few hours of each other. This highly successful experiment truly forms a new era in North Atlantic navigation. The commanders of these vessels, we understand, are of opinion that the voyage to Europe from New York may be performed in nine or ten days. We can recollect when it took nearly as long time to coach it from Edinburgh to London.

A GANG OF THIEVES have been captured at St. John, N. B., which has led to the discovery of the perpetrators of nearly all the burglaries that have been committed in the city last winter. Several of them had underwent examination.

UPPER CANADA.—We regret exceedingly to observe that the Governor of this Colony is exercising a most sanguinary and despotic disposition towards the unfortunate individuals in his power, as well as an utter disregard of the expressed wishes of the great body of the people, and pursuing a policy at variance with the spirit of the royal instructions to Lord Durham and Sir John Colbourne, the substance of which has been circulated through the newspaper press.

Some time ago a most respectable deputation of the inhabitants of Toronto waited on his Excellency with a petition signed by more than 4000 persons, praying for the royal clemency to the unhappy state prisoners then under trial; and since then other petitions have been presented from West Flamboro' and other places, on the same subject.

His Excellency, in his replies, assures them that he views all their reforming propensities and prayers for mercy, as a mere cover for rebellious practices; and accordingly Lount and Mathews were hung on the 12th April. Seven others were ordered for execution on the 20th. Theller, Montgomery, Anderson, and Morden were to be executed on the 30th. Sutherland and some others, on whom they could not fix the same degree of guilt, were to be transported to Van Dieman's Land. Such severities at the present moment, are exceedingly unwise, and instead of securing the future loyalty and affection of the people, will no doubt, have a contrary effect, and tend to accelerate the separation of these valuable appendages of the British Crown from the Parent State.

We have Bermuda papers to the 17th, and Quebec to the 23rd inst, they contain nothing of importance.

The Prospectus of new series of the *Observer* will be published next week; it came too late for this paper.

The *Fredericton Sentinel* of the 14th April, says—Dr Gesner, the able and indefatigable investigator of the Geology and Mineralogy of Nova-Scotia, has visited Fredericton during the past week, and is about we understand, to enter on a survey of this Province's his Excellency the Lieut. Governor having engaged his valuable services for the purpose; agreeably to an appropriation made by the Legislature in their late Session. Dr Gesner proposes to make a commencement in Charlott County; but the time we trust, is not very distant, when the basin of our great river will be thoroughly explored.

DISTRESSING OCCURRENCE.—We have the painful duty to state that on Sunday morning last the 15th inst., Howard Douglas, eldest son of John Hazen, Esq. of Sunbury, having gone to the Barn in company