The Observer.

St. John, Tuesday, Oct. 25, 1853.

A Geographical Problem solved.

After a long series of brave and venturous attempts, spread over a lengthened succession of years, and involving the expenditure of an immense amount of both public and private capital, British enterprise and perseverance have at length been rewarded, by the positive discovery of the long sought NORTH-WESTERN PASSAGE between the European and Asiatic portions of the Globe. Commander McClure, of H. M. Ship Investigator, who has been for upwards of three years past engaged in searching for Sir John Franklin and his lost companions, has successfully navigated his vessel round the Northern boundary of the American Continent; having entered the Arctic waters by Behring's Straits, and issued from them through Davis's Straits; thus setting at rest for ever the question, whether such a passage was really practicable. Commander McClure has unfortunately obtained no clue whatever to the fate of Sir John Franklin's expedition; but he has earned for himself the distinguished honour, of having solved the great geographical problem, which has so long excited the enterprise of navigators and of Governments, and without the loss of a single man of his crew.

THE FAIRY QUEEN.—From the *Pictou Chronicle* of the 17th, we learn, that after a patient and searching investigation, the Officers and those of the crew of the late steamer *Fairy Queen*, who were in custody, have all been fully committed for trial, without bail. Fortunately, perhaps, for them, in the present excited state of the public mind, some informality with regard to the summoning of the Jurors at the Circuit Court now sitting at Pictou, prevented the trial from immediately taking place; but whenever it may come on, we earnestly hope that full and strict justice will be done, for the sake of all concerned, and without respect of persons.

THE WEATHER.—After a whole week of truly delightful weather, a change commenced on Saturday night, which produced a wet and disagreeable Sunday. Yesterday was again very pleasant; but the whole of last night and to-day a furious Southerly gale has been blowing, accompanied for some hours by heavy rain. We fear that we shall hereafter be called to record many marine disasters, during this heavy blow.

☞ In consequence of the Gale, the Steamer EASTERN CITY will not leave here for Boston, till to-morrow morning at 8 o'clock.

THE NEW YORK JOURNAL.—We have received, through Mr. B. O'Brien, the October number of this truly interesting Literary periodical. Unavoidable peculiar circumstances have delayed the appearance of this number till this late period of the month; a delay which, however, its publisher states will not probably be repeated. The November number will appear about the first of next month. We cordially recommend this very *cheap*, beautifully embellished, and really excellent Literary Journal to general favour.—It is on sale at Mr. B. O'Brien's, at the low price of 6d.

THE ANGLO-AMERICAN MAGAZINE.—We acknowledge the receipt from the publisher, of the September and October numbers of this very excellent Magazine. Each number is well filled with very varied and choice literary matter; and the work being well edited, and patriotically devoted to the cultivation of true British principles, and the advocacy of the best interests of *all* the British American Colonies, it is well worthy of patronage in all the provinces. It is also a very *cheap* periodical, each number containing about 112 large octavo pages, embelished with neat wood engravings, at the small price of 1s. 3d. It is published by Mr. T. Maclear, of Toronto, Canada West.

SCREW LINE OF STEAMERS.—The Freeman of Saturday informs us of the intention of Messrs. Reed's & Wright's to place upon the route between St. John and Liverpool, a line of screw steamers to ply more as much provided the Province will assist the undertaking to the extent of £10,000 a year for ten years. We are decidedly of opinion that this enterprize is deserving of Legislative encouragement as much so as Cunard's or Collin's!—[M. News.

A SAD ACCIDENT.—We regret to learn that Mr Charles Smith, (spermaker) while at work in Mr. Sulis' Ship yard back shore, Lower Cove had his back broken a few days since, by a stick of timber falling upon him, and he now lies in a very precarious state. Mr. Smith's brother met with a precisely similar accident about a year since, from the effect of which he died in a few days.—[News.

A boy named Lee, aged 11, was drowned, between 6 and 7 o'clock, on Friday evening, at the end of the North Market Wharf.—[Freeman.

SURPRISING BEREAVEMENT.—Mr David Dow, of Dumfries, had four grown up children, two sons and two daughters, taken from him on Tuesday morning last, almost at the same moment of time. The disease was an affection of the heart, a disease quite prevalent in this vicinity at present.—For further particulars look under our *matrimonial* head next week.—*Woodstock Sentinel.*

The steamers Richmond and Bonnie Doon made an effort to reach Woodstock last week, and after coming as far as the Maductic Falls took fright and wheeled. The Bonnie Doon arrived safe at Fredericton, but the Richmond went on Perley's Bar, where, we believe, she yet remains.—*Ib.*

From the Pictou Chronicle. 17th Oct.

On Saturday morning the Court again met, the justices in the mean time had the matter under their most careful consideration, and all the necessary legal preliminaries having been complied with, the decision of the Court was announced, which was to the effect, that, William Raymond Belyea, J. D. Turner, Patrick Treanor, John Christie, James Webster, William Mills, William McKenna, and John Donnolly, be committed to prison (in the mean time without bail) to await their trial for not having used all the means within their power for saving the ship, and for having feloniously taken away the boats belonging to the vessel, thereby impeding the escape of those who were on the wreck, and causing their death. We believe that the offence with which these men are charged comes within the jurisdiction of the Court of Vice Admiralty; but by an Imperial statute the Criminal business of that Court is transferred to the Supreme Court for the County next adjoining to the place where any offence may be committed. It is certain however that they cannot be tried at the term of the Supreme Court, which commences its sittings here to-day; for the want of a legally impanelled Jury. It is well that it is so; for in the present excited state of feeling in this community, and throughout the county, the prisoners could not have a fair trial, and the promptings alike of justice and mercy might be disregarded.

Mrs. McKay, one of the women who were lost, was the wife of Mr. Andrew McKay, of Rogers' Hill, who is at present in Australia. The name of the other female is Jane Young; she is supposed to have been a servant of the Misses Dewolfe. The real name of the person mentioned as Thomas Hammil, was Thomas McGurgan; he formerly belonged to Pictou, but has for some years past resided in Charlottetown, and at the time of his death was on his way here to visit some of his friends.

Several articles of property belonging to the parties deceased have been washed ashore, on different parts of the coast, but nothing that we have yet heard of, belonging to any of the passengers saved, has been found. The trunks of Dr. McKenzie and the Misses Dewolfe have been found; an inventory of their contents has been taken, and the articles placed in safe keeping until they can be claimed by or forwarded to the friends of the deceased.

The only person who appears to have seen the ladies after the breaking up of the vessels was Mr. Cameron. He says:

"We were nearly all sitting together, except two or three who were aft. As she went over, the ladies went down, as I suppose. I and another man kept up, and got on her bottom, as it turned upwards. The others were all washed off. I took hold of the paddle box and wheel, as it was going over, but was washed off in a few minutes. I was in the water a few minutes, when I took hold of a piece of wood, it was so small it was of no use and I threw it away. I then got hold of what I thought was a part of the hurricane deck, and got upon it. I looked round and saw three ladies, two of them clinging together, the third was much exhausted; the two together were trying to reach some pieces of the wreck. A man whom I supposed to be Thomas Hammil who was near me on a small piece said he wanted to get on with me; I tried to reach him but a sea came and parted us, and I saw neither him nor the ladies again. I then saw Mr. Wilkins and others on a piece of the wreck for a little time, it might be ten minutes, when we parted and I saw no more of them."

From the Boston Daily Advertiser.

NORTH WEST PASSAGE ACCOMPLISHED.—The London papers received by the Asia contain the authentic intelligence of the passage of the British government ship Investigator, Commander M'Clure, through the Arctic Sea, from Behring's straits to Davis's straits, having passed three winters in the intervening seas. She will thus have accomplished, on her arrival in England, the complete circumnavigation of the continent of North and South America.

This information is published on the authority of the Admiralty, from despatches received from Commander McClure, brought directly by Commander Inglefield of the steamship Phœnix, which sailed for Davis's Straits last spring, with supplies for Sir Edward Belcher's squadron, and who has returned bringing despatches from Sir Edward Belcher, and also from Commander McClure of the Investigator, who sailed in search of Sir John Franklin by way of Behring's Straits, having left England in December, 1849, and also from Capt. Kellett, who sailed on the same mission to Davis's Straits, in the government ship Resolute, in the spring of 1852.

The despatches of both these officers will be extremely interesting, although both have entirely failed in the special object of their arduous voyages. Commander Inglefield arrived at the Admiralty on the 7th inst., having left the steamer Phœnix at Thurso, N. B. The following particulars are all which have been yet published:—

"Commander Inglefield brings no intelligence of Sir John Franklin's expedition; he has, however, succeeded in depositing the supplies as directed, and we are happy to say is accompanied by Lieut. Creswell, of the Investigator, with despatches from Commander McClure, thus enabling us to satisfy the public, and the friends of those embarked in the Investigator, concerning which ship considerable anxiety had existed, as to her safety.

"The Breadalbane transport, which accompanied the Phœnix, was totally wrecked by a nip of the ice—the crew saved and brought home by the Phœnix.

"It is concluded from Sir Edward Belcher's despatches, that that officer would endeavor to retrace his steps this season to Beechy Island to winter. It is further to be gathered from these despatches, that the Investigator had completed the passage between the two oceans, having passed into the Arctic Sea by Behring's Straits, and returned home by Davis's Straits.

"Despatches have been received at the Admiralty from Commander M'Clure, who sailed in December, 1849, in search of Sir John Franklin, in H. M. S. Investigator, and from Captain Kellett, who sailed in the spring of 1852, in H. M. S. Resolute, on the same mission. We regret to say that no traces towards success in the main object of their mission have been discovered; but we have been favored with communication of a letter from Commander M'Clure, dated H. M. S. Investigator, Bay of Mercy, Behring's Island, April 1853, which announces his success in accomplishing the long problematical enterprise of the North Western Passage. The gallant writer states that during the winter of 1850, his vessel wintered in pack, without sustaining any damage, (and surprising to say, he has to report the same result at the end of the third winter, and without the loss of a single man of her crew) in the frozen waters called Prince of Wales's Strait, and communicating with Barrow's, as he ascertained on the 26th Oct. of that year. In July, 1851, he states, "such a body of ice came down upon us with a strong east wind, and set the vessel so far to the south, that we determined to attempt a passage by the east end of the cliffs of Bank's Land, forming the north entrance of the large island under which we now are."

"The difficulties and dangers of the passage may be estimated from his statement that the ice floes encountered measured from 45 to 70 feet beneath the water, only 6 to 7 above. We must refer, for the details, of which we cannot now make even a hurried transcript, to the despatches, which of course will be immediately published.

"It is interesting to learn that inhabitants have been discovered farther northward than known previously, at Wollaston and Victoria Lands, and northward still on the track designated as Prince Albert's Land. These were found exceedingly kind and friendly, and great quantities of copper were found, apparently in a very pure state. This metal is used by the natives for edging their weapons, &c., but they appeared to be amused at seeing pieces of it picked up by the crews, as possessing value.

"In April, 1852, Commander McClure went to Melville Island on Sledges, expecting to find there one of Captain Austin's vessels, or, at all events, a store of provisions; but was disappointed to find only a notice left by Lieutenant M'Clintock, saying where provisions were, and giving the positions of their ships. It was inferred that the search was supposed to be abandoned, and no other vessel expected to have come thus far.

"Since October, 1851, the crew of the Investigator is stated to have been put on 3rds allowance—half a pound of meat per diem in a climate where their commanders state they could readily have consumed four. On the hills adjacent to the bay, from which the letter is dated, large numbers of deer and other game have been found; which must have contributed a welcome relief from the short commons of the previous polar sojourn.

"The only portion of Captain Kellett's letters with which we are, as yet, made acquainted, is the brief notice dated Melville Island, 7th May, that "M'Clure" had joined about a fortnight, all well, but half starved. From Captain M'Clure's own letters, it appears that he had already detached some of his crew to return home by Baffin's Bay, and a small party by the Mackenzie."

Latest from England.

The Steamship Asia, arrived at this port yesterday afternoon, bringing our London files to the 7th of this month, Liverpool journals of the 8th, and the latest advices from the Continent of Europe. The anxiously expected news by this arrival confirms the intelligence received by the Atlantic, that the Grand Council of the Turkish Divan had been unanimous in voting to proceed to war against Russia, and also assures us of the momentous fact that the Sultan had declared the war, allowing the Russians a period of four weeks to evacuate the Principalities. M. de Bruck, Austrian Internuncio to the Porte, had made a last attempt to induce the Divan to reconsider and endorse the original Vienna note without the alterations made by Redschid Pasha. The council rejected the proposal, and intimated that the negotiatory system had reached its limit. It is said that a French army was marching towards Toulon, with a view of being embarked for the scene of intended action. Another Cabinet council was held in London upon the 7th, and it was believed that the Ministers had decided upon a rigorous and resolute course of action with regard to the affairs of the East. Indeed, the people of England seemed inclined to push Lord Aberdeen forward in support of the Turks, as evidenced in the tone of speech in which some leading men expressed themselves at meetings in the metropolis and elsewhere. A great number of English and French officers had been observed about Omer Pasha's camp, but the Czar had not shown any disposition to recede—*N. Y. Herald.*

The still unsettled state of the Turkish question kept the English and French stock markets in a state of continued excitement. The fluctuations in the price of Consols during the week had been to an extent of not less than 3 per cent. The price had nearly regained the highest rate. Money was abundant in the stock exchange.

The amount of Bullion and coin reported by the Bank of England on the 6th inst, was £15,612,482, it being a diminution of £68,301 from that of the preceding weekly return. The amount of circulation was £22,783,374; public deposits £6,778,754; other desposits £11,805,565.

It was reported that a meeting of Parliament was likely to be decided on soon.

The precise state and prospects of Eastern affairs, were as much a subject of doubt and anxious inquiry, as at any former period. A cabinet council, for the purpose it was supposed, of deciding some important questions it relation to it, was held in London on the 7th, the results of which had not transpired.

Further Overtures for Peace from Russia Declined by France and England.—The *Times* states that the Russian envoy at Paris has been informed by the French Minister of Foreign Affairs that the Emperor of Russia's willingness to take a new note into consideration, and the offers of the representatives to draw it up are obviate. The French and English governments have sent notes couched in decided terms to the Russian government, intimating that they are united in their resolve to maintain the sovereignty of the Sultan and the integrity of the empire.

The miscellaneous items of intelligence from the continent are of no great moment.

There is some talk that the Earl of Elgin is to be made a marquis.

Ledru Rollin has purchased a patent for washing wool, so as to convert the grease into soap, and intends to become a soapboiler at Bradford, Yorkshire.

A letter from Smyrna, dated Sept. 23 advises that Martin Koszta had that day sailed for the United States.

Whitworth & Co's mills, at Lee Bridge, Yorkshire, were burnt down. Loss $300,000 to $400,000. 1400 hands were thrown out of employment.

The cholera continued among the passengers of the American emigrant ships Isaac Wright and Silas Greeman, which put back to Liverpool.—50 deaths occurred on board the former ship before she put back to Liverpool, and others daily taking place. The Silas Greeman had lost 24.

The disease does not seem to have yet obtained a foothold either in London or Liverpool, and at Newcastle and other places it is subsiding very fast. In London, for the week ending Sept. 30, there were 47 deaths of cholera.

Miss Drax, a young lady of fortune, lately eloped from Charborough-park, Blandford, with Capt. Francis Augustus Plunkett Burton, of the Coldstream Guards, only son of Rear Admiral Burton, of Dunstall-priory, near Eynsford, in Kent, to whom she was married the next day in London.

The despatches per the Levant, from Constantinople, at Marseilles, were telegraphed in cipher to the Foreign-office, to prevent their contents from transpiring.

It is stated that the 30,000 men whom the French Government have decided to hold in readiness to send to Constantinople, are to be composed of 10,000 men from the troops in Algeria, and the rest from the home troops, principally those lately at the camp of Helfaut. The number which England is to furnish in her turn will not be, it is said, more than 10,000, who are to be embarked at several of the Channel ports.

At Constantinople, the Sophtas, or students, the Hadjis, professors, and the Ulemas, were exerting themselves to keep up the enthusiasm against the Russians, but which had no need of such a stimulus. Not only had nothing been said of concession, but few or none desired that the quarrel should be decided in any other way than by arms. Even the chances of defeat appear to have produced no effect on the public mind.

The Hospodars of Moldavia and Wallachia have announced to the Divan that they are ready to pay the usual tribute.

Omer Pacha has at the present moment nearly 117,000 men under his command, and before the winter he expects to raise it to 150,000.

The Russian corps for the Caucasus was said to amount to 80 000 men.

Accounts from Constantinople state that, on the night of the 26th of August, a disastrous fire broke out at Askizara, a flourishing town of the province of Philopopoli, and burned for seven hours without interruption. In all 1200 shops, 30 houses, 10 oil magazines, 3 khans, 3 public ovens, a mosque, 3 schools, the Excise-office, and several other public buildings were consumed.

AUSTRIA.—The Emperor's marriage with the Princess Elizabeth of Bavaria, has been fixed for the 24th of April, 1854. At present it is understood that the bridal tour will be in the Tyrol.

GALATZ, Sept. 17.—There are no transactions in the grain market, and the quantities on hand are immense. There are now in this place from 35 000 to 40,000 kilogrammes of white wheat from 6000 to 9000 kilogrammes of red wheat 160,000 kilogrammes of maize, and 25 000 kilogrammes of rye.

SYRIA.—Beirout, Sept 30.—There have been riots in the province of Nepulos. 200 persons were killed, and quite a number were wounded. The authorities had not the power to interfere. The Christian population of the Lebanon is in a state of anarchy, and the Druses refuse to obey the government.

FRANCE.—A despatch dated Paris, Oct. 5, says:—"The funeral of M. Arago, who died a few days ago, took place to-day. A brigade of infantry marched with the procession, and the Emperor was represented at the ceremony by Marshal Vaillant, Grand Marshal of the Palace. Though it rained incessantly, at least 3000 persons followed the funeral procession to the Cemetery of Pere la Chaise."

The Academy of Sciences has just lost another of its members in the person of M. Auguste St. Hilaire, of the section of botany, at the age of 74.

PARIS, Oct. 6, eve.—Private letters from Constantinople, of the 25th, state that two envoys had arrived there from the Circassians, with the object, it was believed, of demanding assistance against the Russians, and of combining a plan of operations on that side, should hostilities commence. The same excitement that has so long prevailed still existed, and the cry for war against the invaders of the Ottoman territory was unanimous.

The French and English governments have each addressed a note (termed here a manifesto) to the Russian government on the non-acceptance of the Turkish modifications. These notes are said to be couched in decided terms, and reply very forcibly to the last note of M. de Nesselrode. It is intimated that England and France are united in their resolve to maintain the sovereignty of the Sultan and the integrity of his empire.

"The Solon," says the Bulletin de Paris, "has carried the order to the admirals at Besika Bay to pass the Dardanelles. This measure will not modify the situation which had already been marked by the anchoring of the frigates before Constantinople, but it will complete it. The fleets are to enter the Bosphorus on the 7th inst. They will not anchor at the Golden Horn, on account of the number of merchant vessels there, but will be a short distance from it."

It has already been stated that more than 800 Poles have inscribed their names at the Turkish Embassy and offered their services to the Porte in event of a war with Russia. The Presse now publishes a letter addressed to Redschid Pasha by M. Christian Orstrowski, and written in the name of his fellow-countrymen, repeating this offer to the Turkish Minister of Foreign Affairs.

Letters received from the Danubian Provinces, of the 20th ult., state that the cholera was making great ravages amongst the Russian troops, as well as the population.

Mr. Soule arrived at Madrid, 29th ult. The Government, it was said, had resolved to receive him as the envoy of a friendly power, and to await his acts.

CHINA.—There is no doubt that it is the intention of the rebels to proceed at once to Pekin. Their intention is to hold Nankin, having fortified it, while they attempt the capture of the capitol. General Heang, the Viceroy of seven Provinces, who has failed to stop the rebels, has been ordered up to Pekin to loose his head.

The whole country seems hostile to the Manchoos, and will turn instantly the insurgents arrive at Pekin to issue their mandates.

BRITISH SHIPPING.—A return to the British parliament has just been printed of the number and tonnage of vessels built and registered in the ports of the British empire in each year, from 1815 to 1853, with other particulars connected with shipping. In the United Kingdom, in the year ended the 5th January last, 712 vessels, of 167,491 tonnage, were built and registered in the United Kingdom. In 1852 the total number for the United Kingdom, Channel Islands, and British plantations, was 1,382 vessels built, of 253,679 tonnage. On the 31st December last, there were 243,512 men employed in navigating the vessels belonging to the several ports of the British empire. The vessels numbered 34,402, and the tonnage 4,424,392. Last year there were of British and foreign 6,739,169 tonnage in the foreign trade of the United Kingdom that entered inwards, and 6,872,581 tonnage outwards, in the same year. In the coasting trade in the year ended the 5th January 1852, the amount of tonnage employed, including the trade between Great Britain and Ireland, was 12,475,401, that entered inwards, and 13,441,815 that cleared outwards. In 1852, the number of ships built in foreign countries, purchased by British owners, and to which British registers have been given, was 28, and the tonnage 6,724.

DREADFUL RAILWAY ACCIDENT IN IRELAND.—A dreadful accident occurred on the Great Southern and Western Railway, near Dublin, evening of 5th Oct, by which 14 persons were killed and about fifty others seriously wounded. The facts are these: The express train from Cork, with first and second class carriages, started at 1 o'clock yesterday afternoon, and on nearing Straffan, shortly before 6, its progress was arrested by the breaking of the engine. Telegraphic signals were instantly transmitted along the line to stop the goods trains, which were following on the same rails, and the guard also ran back, in order to prevent their approach, if possible. Unfortunately, however, the signals not being perceived, the first goods train ran into the express train, and disastrous results ensued. Several passengers, including Dr. Cusack, jr., had previously jumped out of the carriages; but two ladies who sat in a first class carriage, against which the engine of the goods train struck, were killed instantaneously; the body of one of the ladies was literally severed in two. A Mrs. Farrell had her leg torn away and her arm broken; and Mr. Jelly, of Maryborough, had his head torn off. As well as could be ascertained, it was believed 10 persons were killed; seven were brought to Steegen's Hospital very dangerously wounded, one of whom has since died, and three more not expected to recover; and several others were more or less injured.

Amongst the passengers were Captain James Collis, the commander of the Times steamer, on which the fatal accident occurred a few months back off the Pigeon House Fort by the bursting of the boiler plate, and whose activity and humane conduct upon the occasion elicited so much praise. Captain Collis got out of the train when it came to a stand. His example was followed by a few other gentlemen. An English gentleman, whose name he did not ascertain, remained upon the embankment with him. The others, all, unfortunately, returned to their carriages.

And here a most melancholy episode occurred. The English gentleman was accompanied by his sister, his wife (a beautiful young lady of one-and-twenty), and their little child, an infant of about nine months. A passenger, a Mr. Jelly, of Maryborough, a very large, fine-looking gentlemanly man, had got out of the carriage in which the two English ladies and the baby were, and stood talking with Capt. Collis; but, on seeing the cattle train coming along, he got in again, and stood in the door-way watching its approach. The ladies got alarmed on hearing that the train was coming, and wanted to get out, but the English gentleman advised them to stay as they were, and he was about to get in himself, and was only waiting for Mr. Jelly to get out of the doorway, when the collision took place. Mr. Jelly was instantly decapitated, both his legs cut off, and his body torn to pieces. The ladies were both killed, and the agony of the unfortunate husband and brother, when he cast himself upon the lifeless body of his young wife, was quite indescribable. The baby was extricated from under its unhappy mother and aunt, and was living.

When Captain Collis saw the train approaching, he checked the other gentlemen who were about to enter the carriages, and advised them to wait, as there was no calculating the speed at which a train, end on, was approaching. He glanced along the shining part of the rails, and observed by the glitter of the reflection from the lamp that the speed was full. The train was then within a couple of hundred yards. He at once shouted, 'My God! she's coming at full speed! Look out—look out!' And, turning round, he sprang over the wire fence into the field! Mr. Leitch followed his example, but fell. Mr. Connor and Mr. Kelly threw themselves on their faces, having no time to retreat. Captain Collis having gained the field, looked round, and saw the scene we have described. When the engine came to a stand-still in the midst of the ruin, he jumped back again and ran with Messrs. Leitch, Kelly and Connor, to assist the wounded. They had dragged a few out, and all who were able to move had congregated around the shattered train to render aid. When he noticed the violent throbbings of the engine, he sang out for the engineer, who was helping to extricate some passengers, and bid him instantly jump on the engine and blow off the steam, or they would have an explosion that would destroy them all. The engineer did as he was ordered, and thus the lives, in all probability of even more than had been sacrificed by the collision, were preserved. Captain Collis counted fourteen dead bodies, and helped to extricate about fifty wounded people—a labor which occupied some hours—and he arrived in town about midnight.—*Dublin paper.*

DREADFUL SHIPWRECK.—To the above dreadful disaster we have to add another, the loss of the emigrant ship Annie Jane, from Liverpool for Quebec. The Liverpool Times says:

"This really fine ship left the Mersey on the 9th Sept., and about thirty hours after her departure was spoken on the north-west coast of Ireland. During the prevailing violent gales, however, she was dismasted, and was totally lost on the night of the 28th Sept. on Barra Island. Sad to relate, upwards of three hundred of the passengers and crew have perished. From a letter received by the owners from the captain we learn that, during the succession of heavy gales he was drifted as far north as lat. 60, and that on the above night, with a strong westerly gale, he was not able to clear the land on either tack. In five minutes after she struck the ship was dashed to atoms, and only 102 of the whole complement of crew and passengers saved."

The Captain [Mason] drifted ashore on a part of the poop deck, very much bruised. The passengers were probably Irish emigrants. The Annie Jane was of 1294 tons register, had just been classed at Lloyds for the highest grade for colonial ships, and was in every respect a very superior vessel. She had on board an exceedingly valuable cargo.

THE CHOLERA AT SEA.—The packet-ship Havre which arrived at N. Y. on Monday reports having fallen in with the ship Sagadahoc of Bath, Me 58 days from Gottenburg, for Boston which had lost during the passage 38 passengers from Cholera. The Captain's wife was also sick and 14 passengers were in a very low state. The Sagadahoc was again spoken on the 13th Oct, at which date there had been 70 deaths on board

It is reported that almost 100 cases of cholera and yellow fever have been treated at the N. Y. Quarentine on vessels which have arrived there this season. The Times says that as each vessel arrives with the Cholera on board, the ship is anchored the passengers are all landed at the public dock, their effects are closed, their baggage purified, and the ship fumigated with chlorine gas. Nothing but a requisition from the Mayor and Health Commissioners can take a vessel out of the hands of the Health Officer until she is pronounced free of danger.—[Newark Adv.

Mr. F. O. J. Smith has recently disposed of all his lines—embracing nearly 300 miles east of Boston, to the Maine Telegraph Company. We understand the Company propose to rebuild the line between Boston and Portland, which will greatly facilitate the dispatch of messages to and from Maine and the lower British Provinces. The Maine line (the only one leading to the Province) has taken an office at Boston in connection with the House Boston and New York Printing Telegraph Company.—*N. Y. Jour. Com.*

AID TO THE SULTAN.—At a meeting of exiles, in New-York city, it was determined to form a volunteer legion, to be commanded by Major P. Turzucanowski, to proceed to Constantinople in case of war, and offer its services to the Sultan.

The English mail steamer Arabia sailed from New York on Wednesday last with ninety passengers and $2,216,993 in specie on freight.

THE GALE.—The American ship *President*, Coffin, Master, loaded with deals and bound for Liverpool, drove from her anchorage to the Eastward of Partridge Island, this forenoon, in the severe gale from the Southward, and grounded in a heavy surf on the beach near Red Head, and it is feared will become a wreck. The Captain is on shore; his wife and thirteen of the crew are on board. The ship is provided with life boats.

THE Schooner *Maria*, of this Port, Driscoll, Master, bound hence to the Bend of Petitcodiac, with a cargo of merchandize, valued at upwards of £1,500, in returning into port this forenoon was, in consequence of the violence of the gale, driven ashore on the rocks to the south east of the Barracks, in a heavy surf. The persons on board, five in number, whose lives were in imminent peril, were nobly rescued by the life boat from the Steamer *Eastern City*, under charge of Capt. Simon Pike, second Pilot of that vessel, and manned by him and Thomas Long, wheelsman, and a Mr. Scott, of Calais, Me.—*News Room report.*

HAVE YOU A DISEASED LIVER.

☞ The question, though startling, is sufficiently suggestive, when the fact is taken into consideration that diseases of the Liver have become most alarmingly frequent in the United States. Indeed, there are few formidable diseases that are not in some way traceable to a deranged state of that important organ. Many of the complaints usually classed under the head of Consumption, have their origin in the Liver. "Any remedy that would insure regularity and healthful action in the Liver, would be a blessing to mankind!" has been the exclamation of thousands That remedy has been found; it is safe and sure. When a fair trial has been afforded it, it has never been known to fail.

Reader, have you any disease of the Liver, or disease which you believe proceeds from hepatic derangement? Lose not a moment, but purchase a box of Dr M'Lane's Pills, and they will restore you to health. It is the only remedy yet discovered, in which implicit confidence may be placed.

☞ Purchasers will please be careful to ask for **Dr. M'Lane's Liver Pills**, and take none else. All others Pills, in comparison, are worthless Dr. McLane's genuine Pills, also his Celebrated Vermifuge, can now be had at all respectable Drug Stores in the United States and British Provinces.

☞ Sold in St. John by CHALONER & HUNT and T. WALKER & SON

☞ We would call the attention of the reader to the variety of articles advertised under the head of "Taylor's Column," in our paper of to-day.—Those in want of any of the like compounds, will do well to give these a trial, as they are highly recommended.

Married.

On Saturday morning, by the Rev George Armstrong, Rector of St. Marks, Mr W. H Greene, of San Francisco, California, to Susanna Maria, daughter of the late George Waterbury, Esq., of this City.

This Morning, Tuesday 25th October, in Trinity Church by the Revd. W. D. Gray, D. D., Rector, Mr. Charles E. Sulis, to Eleanor, youngest daughter of the late Mr. Richard Nowlan, all of this City.

On the 24th inst by the Rev. W. Donald, A. M., Mr. George Stanley, to Isabella Thomas, both of Mispec, Parish of Simonds.

On Friday evening, by the Rev. Mr. Robinson Mr. Edward Balcom, to Miss Henritta, eldest daughter of Mr. William Melvin all of this city.

On the 20th inst., by the Rev E. N Harris, Mr. Enoas Brewer, to Miss Adelaide Melvin, both of Carleton.

On the 11th inst, at the Parish Church of Sheffield, by the Rev. Dr Jarvis, Rector Mr. Edward C. Scott, of the Parish of Salisbury, to Lucy Caroline, youngest daughter of the late William Huntington Esq., of Sheffield

At Moncton, County of Westmorland, on the 15th inst., by the Rev. Joseph Crandall Cape, Alphonso G. Troop, of St John, to Mary, youngest daughter of John Nixon, Esq.

Died.

On Thursday afternoon, Jessie, fourth daughter of James and Eden Cormack, aged 2 years, being the third child belonging to the afflicted parents that has died within a month—all of scarlet fever.

On Friday morning, Ann, widow of the late Joshua Mercer, aged 70 years.

On Tuesday, 19 h instant, Selina Harris, infant daughter of Capt. Drake aged eight months.

On Friday evening James, youngest son of Mr. James Brydon, aged 3 years and 6 months.

On Friday afternoon, after a severe illness, Mr. Gilbert Jordan, in the 82d year of his age, leaving a large family and numerous friends to mourn their loss. Mr. J came to this Province with his parents in the year 1783, and has lived to see the country greatly improved under the flag he followed so well.

Of Scarlet Fever, on Monday last, Ruth Ann, beloved daughter of Mr. William McLaw of Carleton, aged 5 years

On Wednesday last at her residence in Carleton, Mary S, wife of Isaac Olive, Esq., and fourth daughter of the late Henry Thomas Esq., of this City.

On Sunday the 16th inst in the 26th year of her age, Margaret the beloved wife of Mr Francis McGuire, and second daughter of John and Catherine Higgins, Parish of Simonds.

At Lancaster, on Sunday the 16th instant, Miss Jane Menzies, daughter of the late Major Thomas Menzies

At Sussex Vale, King's County, on the 15th inst., after a protracted illness, Jane, wife of Mr. N. McIntyre, in the 63d year of her age

At Westmorland on the 27th August Mr. Wm. Tingley, aged 84 years. He was a member of the Baptist Church for fifty years; his end was peace.

At Eastport, on the 11th inst. Mr. Stephen Treworgie, in the 55th year of his age, formerly of this City.

At Victoria Colony, near Melbourne, Australia, Mr. WILLIAM TAYLOR, aged 26 years. He was the only son of the late William Taylor, Esquire, for many years a leading Member of the House of Assembly of this Province. The deceased left Fredericton and took passage for Australia in the ship Ascutna, which sailed from New-York in September, 1852. Shortly after his arrival in Victoria he was received as Assistant in an extensive Mercantile Establishment, in which he continued, highly respected and esteemed, up to the period of his death, which (after an illness of three weeks) occurred on the 24th day of June last.

MARINE JOURNAL.

PORT OF SAINT JOHN.—ARRIVED

Tuesday—Schr. Belle of Indian Town, Graham, Eastport, 1—master, ballast.

Wednesday—Brig Rockroy, Clements, Sydney—J. & D. Robinson, coals.

Steamer Admiral, Wood, Boston,—George Thomas, passengers, &c.,

Thursday—Brig Caros, Cornisn, Sydney—J. Fairweather, coals.

Richard Cobden, Elder, London—J. Fairweather, chalk, &c.

Schr. True Friend, Godin, Quebec, —J. Robertson, flour.

Abbi P. Fenno, Mussels, Pictou—master, coals.

Cuba, Kavanagh, Boston, 3—Master, gen. cargo.

Friday—Ship Britannia, Tornay, Bath—Cudlip & Snider, ballast.

Saturday—Ship Chariot of Fame, Knowles, Boston, 3—N. S. Demill, ballast.

Brigt. Eliza Goddard, Henneberry, Sydney—Cudlip & Snider, coals.

Rosalie, Holmes, New York—G. A. Lockhart, flour.

Schr Mermaid, Gallin, Prince Edward Island, 19—B. Tilton, oats, butter, &c.

Charlotte, LeBlanc, Prince Edward Island, 18—T. Gilchrist, oats, &c.

Brunswick Lyon, Craft, Boston, 6—Henry Walsh, rum and wine.

Steamer Eastern City, Winchester, Boston—Waterhouse, Cross & Co., passengers, &c.

Sunday—Ship John Hancock, Carney, New York, 8—W. & G. Carvill, ballast.

Barque Rhodes, Sheffield, New York, 6—Waterhouse, Cross & Co, do.

Brig Belle, *Brookman*, Sydney—J. Fairweather, coals.

Mary Ann, Morton, Sydney, 11—do, do.

Emily, Smith, Sydney, 11—do, do.

Brigt. Three Brothers, Knowlton, Boston, 4—G. A. Lockhart, ballast.

Emerald, McDonald, New York, 7—G. A. Lockhart, flour.

Schr. Agnes Ross, Doane, Halifax, 8—master, assorted cargo.

Charlotte, LeBlanc, P. E. Island, 12—T. Gilchrist, oats.

Mermaid, Gallen, P. E. Island, 12—B. Tilton, do.

Granville, Greenwood, Sydney, 11—R. P. McGivern, coals.

CLEARED.

18th—Ship Neptune, Beauchamp, Liverpool, deals—N. S. Demill; Irene, Mason, Liverpool, do—Waterhouse, Cross & Co.; Brig Messenger, Cain, Greenock, timber and deals—Wm. Thomson; Orion, Upton, Providence, laths and pickets—G. Eaton; Schr. Mary Eliza, Gayton, Boston, fish—Chas. McLauchlan; Michigan, Blanchard, Boston, boards and plank—Pollard & Co.; Mary Esperance, Moreney, Pictou, ballast.

19th—Ship Imperial, Moran, Liverpool, timber and deals—J. Robertson; Peterhoff, De Wyre, Liverpool, deals—Waterhouse, Cross & Co.

20th—Ship Samuel, Morris, Bristol, timber and deals—S. Wiggins & Son; Brig Aglae, Chretien, Gloucester, deals—do.

21st—Ship Wm. Sturgis, Bradford, Liverpool, deals—J. Robertson; barque Snowdon, Beedie, Liverpool, do—Kirk & Worrall; brig Themis, Kavanagh, Glasgow, do—Wm. Thomson; schr. Mary Jane, Bissett, Portland, boards, &c—Cushing & Co; Globe, Snare, Providence, do—Jewett & Co.; Julia, Anderson, Boston, do—do.; Swallow, Coleson, Eastport, do—H. Garbutt.

22d—Ship Lapland, Taylor, Liverpool, deals—J. Robertson; schr. Franklin, Mussels, Boston, boards, &c.—E. D. Jewett & Co.; Iris, Lyons, Savannah, spars—G. & J. Salter.

24th—Ship Imperial, Coffin, Liverpool, deals—N. S. Demill; Jabez Snow, Snow, do, do—R. Rankin & Co.; barque Jane Lovitt, Lovitt, Greenock, timber—S. Wiggins & Son; brig Emilie, Boivin, Granville, (France) deals—H. Garbutt; schr. Helen Hoben, Eldridge, New York, laths—T. M'Henry; Margaret, Lamb, Eastport, potatoes—master,

H. M. Surveying steamer Columbia arrived at this port on Saturday last.

Arrived at Newport, (R. I.) 18th, brig Albert, Robinson, Glasgow, 65 days.

Brig Albert, Robinson, at Newport, experienced heave westerly gales, and bad weather most of the passage and suffered severely in sails, spars and rigging; on the 10th ult., during a heavy hurricane, had to throw overboard 40 tons of iron to ease the vessel.

Brig Antonio, Vincent, (of Lisbon,) from Charleston for this port, was abandoned on the 11th instant, in a sinking condition; crew saved.

Late arrivals of Fall and Winter BOOTS & SHOES.

D. PATERSON has received per the packet ship *Eudocia*, part of his Fall and Winter BOOTS and SHOES, consisting of—Ladies, Misses and Children's CLOTH, PRUNELLA and FELT BOOTS; Ladies fancy Colored Silk, Satinette, and Satin BOOTS; Ladies French Satin Boots, do. Satin and Kid SLIPPERS. Ladies and Gents. Leather, Felt and Crape Soles &c. &c.

Remainder to arrive per ship "Middleton."

Also, per "Eastern