The Observer.

SAINT JOHN, MAY 25, 1852.

THREE DAYS LATER FROM EUROPE.

ARRIVAL OF THE STEAMSHIP AFRICA AT NEW YORK.

NEW YORK, May 20.—The Africa arrived at 7 o'clock this morning, with three days later news.

The steamer Manchester sailed from the Mersey on the 5th inst., for Philadelphia, with 335 passengers, and over 500 tons cargo.

Cotton during the week has advanced 1-8, with large sales, reaching 88,000 bales, of which 20,000 were on speculation, and 12,000 on export. Fair Uplands, 5 3-8d.; do. Orleans, 5 7-8d.

Flour has declined 6d.; wheat 1d. a 2d. Corn unchanged.

Sugar advanced 6d. a 1s. Coffee active. Tallow unchanged. Lard brisk at 48s.

LONDON MONEY MARKET, May 7.—The flatness on the Paris Bourse exercises a depressing influence, but on the other hand the market is rendered steady by the impression that the Bullion in Bank is again experiencing a large increase. Consols closed on Friday at 99 3-8, and were afterwards offered at 99 1-4.

In the House of Lords, Wednesday the 5th inst., Lord Lyndhurst submitted a bill, which was read a first time, to remove all disabilities imposed by the existing law upon persons refusing to take the oath of abjuration.

Lord Derby, in the House of Lords on Monday, made the announcement that Government had no present intention of removing the American mail steamers from Liverpool to any of the southern or western ports of Ireland.

NEW ZEALAND.—In the House of Commons on the 3d, Sir John Pakington, the Colonial Secretary, moved and obtained leave to bring in a bill giving a representative Constitution to the Colony of New Zealand. The peculiar geographical and other circumstances of New Zealand, made it impossible (the Secretary said) to give it a Constitution exactly similar to that of other colonies. The proposal was to establish councils for the management of local matters, and a Central Legislature for disposal of general or larger questions. Of the members of this Central Council, part will be nominated by the British crown; but the majority of the European and native population who possess the property qualification—namely, a freehold worth £50, the occupation of a house worth £10 in a town, or in the country, £5, per annum. Mr. Hume, Mr. Gladstone, Sir W. Molesworth, and Lord John Russell, approved in general terms, of the motion.

The House went into committee on the Militia Bill. Mr Cobden made a long speech against the bill, and moved as an amendment a return of the effective force of the navy. In reply it was asserted that the resolution could have been made only for the purpose of delay, as all the information asked for could be got in an authentic shape from the navy list. Several members opposed the bill with earnestness, and others expressing a desire to be heard, an adjournment of the debate was agreed to.

Alexander McKay, the author, is dead.

The Collier's explosion at Shields had caused the instant death of 22 persons. There were 200 in the Pit at the time of the explosion.

The yacht Titania, which sailed a match with the America, was destroyed by fire on the evening of the 5th inst., while at anchor at Cowes.

Arrangements have been made between the British and Egyptian Governments, by which the latter undertakes the conveyance of the Indian and China mails across the country—the homeward mail from Suez to Alexandria in 70 hours, and the outward from Alexandria to Suez in 75 hours—thus effecting a saving of 10 to 12 hours. For this service the British Post Office is to pay the Egyptians £6000 per annum.

The Isthmus Railway progresses favorably.

EMIGRANTS.—Upwards of 250 men, women and children left Penrith per rail, for Liverpool, on Monday last. The men are engaged by Mr. Thompson, of Hexham, for workmen in the Government gold mines of Bathurst, in Australia. Married men had the privilege of having voyage expenses defrayed for themselves, their wives and two children each. When landed the men will receive a monthly wage of £6.

IRELAND.—The *Freeman's Journal* says the escape of Francis Meagher requires confirmation. Letters were received by some members of his family from Smith O'Brien, Monday, bearing a date subsequent to the rumored escape, and they contain nothing relative to the subject.

Arthur O'Connor, one of the chiefs of the United Irishmen and a member of the Irish Directory, died at his chateau of Bignon, in the Loiret, France, on the 23d ult., in the 89th year of his age.

The Agricultural Report of the *Belfast Mercury* says, it is probable that not less than 250,000 acres will be under potato crop in Ulster by the second week in May.

Great additions have, for some time past, been made to the stock of sheep in Ireland, and in many districts vast improvements have been effected during the past four years, in the culture of the soil. It is hoped this may be the dawning of better days.

LATE FROM THE CAPE OF GOOD HOPE.—*London*, Saturday morning, May 8.—By the arrival of the steamship Harbinger, at Plymouth, yesterday morning, later advices have been received from the Cape of Good Hope. Lieut. General Cathcart arrived out on the 31st of March, and would proceed immediately to the seat of war. The troop steamship Maegara was 77 days in making the passage. She got out of fuel, caught fire several times, and all hands were placed on short allowance.

Sir Harry Smith had left King William's Town, entered the Waterloof, and probably would follow the enemy to the Amatola Mountains. Another action had taken place. The Hon. H. Wrotherly, of the 3d regiment, was killed, and 10 men were wounded. The Caffres still avoided a general action. The cruelties they inflicted on captives are dreadful. Col. Farborough was wounded on the 5th of March at the Waterloof. The troops took a number of cattle, and were retiring, when the Hottentots killed Sergeants Frane and Huggin, four privates of the 43d, and captured Sergeant Laing. The Caffres were afterwards repulsed, with considerable loss.

The colonists deplore the removal of Sir Harry Smith.

About £1000 had been subscribed towards the relief of the sufferers by the wreck of the Birkenhead.

The Legislative Council of the Cape Colony had voted $2500 towards the relief of the sufferers from the wreck of the steamer Birkenhead.

A letter from Cape Town says, that 49 bodies from the Birkenhead had been washed up and interred.

FRANCE.—Paris letters state that it is very generally believed that at the forthcoming *fete* on the 10th, an address will be presented to the President, calling upon him for the good of the country and the stability of power, to change the present form of government, and assume the title of Emperor. The empire is looked for with certainty; if not on the 10th, at a very early day.

A rumor prevails in political circles that M. Turgot will be replaced at the head of foreign affairs by M. Lavalatte, the French minister to the Porte.

M. Passy, formerly Minister of Finance, has, it is said, received orders to leave France in consequence of charges against him of having induced the Tribunal of Commerce of Evreaux to refuse taking the oaths of allegiance.

Letters from Florence state that M. Murat, the French minister in that city, has protested to the government in the name of France against the reactionary measures said to have been resolved on by the Grand Duke.

On Wednesday, the anniversary of the death o the Emperor was kept as a holiday by the authorities, but it created very little interest among the public.

A marriage is talked of between M. De Persigny and the daughter of the Prince De La Mokawa, on whom the President would bestow a brilliant dowry.

The dinner given to the President on Sunday by his uncle Jerome, was said to have been for the purpose of harmonising the several members of the Bonaparte family.

The Catholic party are a good deal scandalized at the President's visit to the Dame Aux Camelias and his present to the Mademoiselle Doschc.

In the Budget presented to the legislative body, the following is set down as the effective force of the army to be maintained in Algeria in 1853: men, 70,966; and 14,615 hhrses.

All the hotels and lodging houses in Paris were crowded with visitors.

GERMANY.—Letters received from the north of Germany, state that the differences between the Duke of Augsburg and the Danish Government, in which the cabinet of Berlin acted as mediator, have been settled. The Prince has accepted the offer of the Danish Government of an indemnity of two millions and twenty-four thousand thalers for his property, situated in the Duchies, in order to avoid the necessity of proceeding judicially against him. The Duke has consequently no further connexion with Schleswig or Holstein.

SPAIN.—An opinion is very prevalent, that Government having completely succeeded in sacrificing the Press, the next step will be the suspension of the elective franchise. It is believed that Queen Isabella has given Bravo Morillo full power to act as he pleases.

ITALY.—The celebrated President of the criminal court, Navarra, died on the 22d ult. His sufferings were extreme, and the Neapolians look upon his painful death as a visitation of Divine Providence.

The frequent representation of the foreign ministers at the court of Naples, relative to the treatment of political prisoners, have at length produced some trifling amelioration of their unhappy condition.

AUSTRIA.—A cabinet conference had been held, at which Baron Wm. Huleck and the Arch Duke D. Ludwig were present. The subject brought under deliberation was the present policy of France, and a note was submitted from M. De La Cour, declaring the sincerity of the intentions of the President, and his resolutions not to accept the imperial crown, without the full consent of the great powers.

A convention is about to be concluded between Austria and Sweden, for the mutual delivering up of criminals and deserters.

There were rumors in Vienna that the espousals of the Emperor Francis Joseph with the Princess Zidonia of Saxony, would take place soon in Prague.

TURKEY.—*Constantinople.*—No political news of importance. In the course of four years a railway is to be constructed from this place to the Hungarian frontier, to join the European railway ramification.

INDIA.—The papers from India, by the Overland mail contain details of some interest, particularly in relation to the expedition ordered against Burmah. This enterprise had encountered unexpected delays, which it was apprehended might retard operations until the setting in of the Monsoons, which might prove detrimental to it. One cause of delay arose from the fact that a portion of the Bengal native troops are enlisted on the condition of not being liable to be sent beyond sea. Four regiments of this class of troops were ordered for Burmah, of which one only was enlisted for the general service and it immediately embarked, but the other regiments so enlisted were at too great a distance to be available, and three volunteer regiments being ordered out and requested to embark, they refused to go. One regiment was ordered off by land, by way of Chittagong, under a doubt whether it would arrive in season to be of any service, independently of the apprehension that they would mutiny on the way.

In the upper country Sir Colin Campbell had left Peshawur for the Eusufzaie districts, with 2500 men against the hostile tribes, by whom he had been attacked, and the battle lasted three hours, with the loss of 100 men on both sides, in consequence of which he had sent for more troops to Peshawur.

A state of things in the Nizam's dominions is described, which seems to portend the taking possession of the country by the British authorities, *to enforce the payment of the British claims.* A Madras paper says, not that the Nizam was at the point of death, but that the Hyderabad State was in articuto mortes. The Delhi Gazette says:—

"The Nizam's dominions are in a worse and more hopeless state than ever; the alienation from the ordinary purposes of the State of the sums required for paying off in part the debt due to the Company has, as was anticipated, increased every species of disorder which arose from the non-payment of the Nizam's troops; the outrages of these mutineers, as they are called, have rendered life and property in Hyderabad so insecure, that a large number of the more wealthy inhabitants of the city have taken refuge within the limits of the residency. The Minister has avowed his inability to pay the contingent."

QUEEN'S WARD ELECTION.—The election for an Alderman of Queen's Ward, in the room of W. O. Smith, Esq., elected Mayor of the City, took place yesterday—the Candidates being Mr. W. H. Needham and Mr. J. W. Cudlip. The poll opened at 8 o'clock in the morning, and the contest was carried on with much vigour by the friends of both parties. Mr. Needham led for the first few hours, after which Mr. Cudlip overtook him, and by 2 o'clock he was some 50 votes ahead of Mr. N. At the close of the poll, at 4 o'clock, the votes were—for Mr. Cudlip, 228; for Mr. Needham, 174—majority for Mr. Cudlip, 54.

Mr. Cudlip, and Mr. Needham, both addressed the electors and others present. The former thanking his friends, particularly the young men, the "bone and sinew" of the City, for their efficient and successful aid in electing him Alderman of Queen's Ward.—The latter thanked the 174 electors who had voted for him, and said that he came forward in compliance with a requisition signed by 210 electors, who had promised him their support. He further stated that he would not again be a Candidate for civic honors, and would not come forward on a future occasion, though all the electors in the City should sign a requisition to him for that purpose.

WESTMORELAND ELECTION.—The election for a member to fill the vacant seat in the House of Assembly, for Westmoreland County, took place on Tuesday last, and the result was officially declared by the Sheriff on Friday, as follows—A. J. Smith, 610 votes; R. B. Chapman, 496; R. K. Gilbert, 474. Mr. Smith was declared to be duly elected.

The prospects of the St. Andrews and Woodstock Railway, we are glad to learn, are again encouraging, and that there is now every appearance of the enterprise being successfully carried through without further delay. The contract for the completion of the work has been fully entered into in London, (which has been received in St. Andrews,) and Mr. Brookfield, the Agent of the Contractors in England, has arrived at New-York in the steam ship Africa, on his way to St. Andrews. The first ten miles of the road, already graded, are to be immediately completed. Capt. Robinson, R. N. and M. P. P., has been elected President of the Board of Directors in this Province, in the room of John Wilson, Esq., resigned.

Yesterday being the anniversary of Her Majesty's birth-day, the usual salutes were fired by the Troops in garrison, the public offices were closed, &c.—Her Majesty has now entered upon the 34th year of her age.

Her Majesty's Troop Ship Resistance, with detachments for several regiments serving in the Colonies, arrived at Halifax last week, from England. It is expected that the Resistance will take home the 42d Royal Highlanders.

A small American Steamer, called the *J. D. Pierce*, arrived here on Saturday last. She draws but little water, is propelled by a wheel at the stern, and is said to be intended to run on the river between Woodstock and the Grand Falls.

The Wesleyan District Meeting for this Province commences next Thursday at Woodstock. The Rev. Richard Knight is Chairman.

On the 13th inst., Captain Boyle, Ensign John C. Stewart, and 74 men of the 72d Highlanders, arrived at Charlottetown, Prince Edward Island, in the Brigantine Rose, to relieve the Hon. Captain Rollo's Company of the 42d Regiment.

A complimentary dinner was given a few days ago at Toronto, to the Officers of the gallant 71st Highland Light Infantry Regt., commanded by Colonel Sir New Dalrymple, about to be removed to Kingston. His Honor the Chief Justice took the chair, which was surrounded by the *elite* of Toronto society, and by all the Officers of the Regiment, which, from "auld acquaintance" is largely esteemed in Toronto.

Population of Canada.—The population of Lower Canada exceeds 890,000. Western Canada is supposed to contain the same number, and the total will be little less than two millions.

The Oshawa "Freeman," a radical paper published in Whitby, Canada, has been discontinued. The editor, in his farewell address, says that the Canadian part of of his newspaper campaign has been like a weary pilgrimage to an inglorious destination—thankless and profitless at the best.

DEATH OF THE REV. MR. ELDER.—A telegraph despatch received from Philadelphia announces the death of the Rev. Mr. Elder, minister of the Baptist Church in Fredericton. The Rev. gentleman was well and favourably known throughout New Brunswick, and his loss will be deeply felt by the denomination to which he belonged.—*New-Brans.*

SOUTH BAY BOOM COMPANY.—At the Annual General Meeting of the stockholders of the South Bay Boom Company, held on Monday the 10th inst., the following Gentlemen were elected Directors for the ensuing year:—Hon. John Robertson, and F. A. Wiggins, John Wishart, N. S. Demill, A. McL. Seely, Edward Allison, and George Young, Esquires.

At a subsequent meeting of the Directors, A. McL. Seely, Esquire, was unanimously re-elected President.

THOMAS MCMACKIN,
Superintendent, Secretary and Treasurer.

DREADFUL STEAMBOAT COLLISION AND LOSS OF LIFE.—On Friday morning, between one and two o'clock, a dreadful collision occurred near Harding's Point, on the river St. John, between the steamer "Anna Augusta," Capt. Barker, then on her downward trip from Fredericton, and the steam tug "Transit," going up river. Both boats were going at full speed at the time, and the collision was exceedingly violent. The "Transit," which is of great strength and scow-built—having been intended for a ferry boat—struck the "Anna Augusta, on the starboard bow, abreast of the boiler, which, in this boat, is situated at that side and on the deck, the engine being at the other side—and stove her in, crushing the bar-room, water closet, and other adjoining rooms, with their contents to atoms, and forcing in the side of the boiler, which exploded, throwing the boiling water all around and filling the boat with steam. Passengers describe the sensation while this was taking place, as what would be produced by the slow pressure of some immense force, rather than by the shock and crash that might be expected, and some assert that a grating sound was perceptable for some moments before the shock of the collision was felt. The boiler was driven from its place, and had not the shaft checked the "Transit," some think she would have cut the other boat clean through. The passengers in the cabin were thrown from their places, and the lights extinguished, and the scene that followed, it is said, baffles all description. No one knew what had occurred or what to do, and when the cabin door was, with difficulty, found and opened, the rush of steam compelled those below to close it again, and some then escaped through the cabin windows and put off in one of the boats into which some of the hands, it is said, had crowded and pulled for shore. The confusion, the hissing of the steam, the groans and cries of the wounded, all added to the confusion. *The cabin passengers* soon after got on deck. Fortunately, it was soon ascertained that the boat was not likely to sink, and that no further immediate danger was to be apprehended. Some of the passengers endeavoured to take off the other boats, but this was prevented by those who had presence of mind enough to give a thought to the general safety.

When the steam and boiling water escaped from the boiler, nearly all who were in the forward part of the boat at the time were more or less injured. It is said that nine or ten in all were scalded—five of them seriously. Cochran, a fireman, was dreadfully scalded; and it is thought inhaled the steam. He died about noon on Friday. Casey, also a fireman, is fearfully scalded, and, it is said, will scarcely recover. Another of the crew named Nyles is scalded on the head, back and legs, and is in a precarious state. Bryson, a passenger, had gone down a few minutes before to light his pipe and he is also severely scalded, the jet of boiling water having struck him. Harkins, one of the crew, has both hands dreadfully scalded, and a boy named Campbell, steward's assistant, has both feet injured. A butcher named Murray is also much injured. He was near the boiler at the time, and a Mr. Hamilton from Sheffield, who slept in the saloon on the upper deck has one foot scalded. There were some rumours that a man named Wilmot was missing, as also the engineer. We have not heard of any others.

An ox got severely scalded, and his bellowings were frightful. For some time he stopped up the forecastle gang-way, preventing the escape of the men down there, and finally worked his way down the narrow opening. To prevent his doing mischief and to end his agony, he was slaughtered below.

The "Transit" took the sufferers and some of the passengers on board and returned to Indian Town. A number of medical gentlemen from the city proceeded over at once, and all possible attention was paid to those who needed it.

There were about thirty passengers on board the "Anna Augusta," and only one female.

That this collision could have been avoided is certain if due precaution had been taken, and the blame as usual is attributed to both parties.

We understand that Capt. Barker of the Anna Augusta sustained a very severe injury on the face.—*Freeman.*

Another of the men injured at the collision of the steamers died on Saturday evening, his name was Casey, and he is described as a fine athletic young man, of 18 to 19 years, the support of a widowed mother. He was returning home after a winter's lumbering, and was a forward passenger. His head was frightfully scalded, so that the scalp was hanging to the skull, and his back, arms, and other parts of the body likewise injured. He became insensible soon after the accident, and continued so until he died.

A Coroner's Jury was summoned on the body of Cochrane on Saturday, when evidence was gone into before the Coroner, Dr. Bayard. The inquiry was adjourned to yesterday, and again adjourned to 2 o'clock to-day.—*Ib.*

The Legislature of Massachusetts has granted £500,000 to aid the state of Maine in building her part of the European and North American Railway, between Bangor and Calais.

A GREAT STATE.—The heaviest appropriation, during the late session of the Rhode Island Legislature, was $405 for payment of His Excellency, and $200 for his Hon. Wm. Beach Lawrence, for their services as Governor and Lieutenant Governor, for the past year.

The ladies of Montreal threaten to adopt the Bloomer Costume if the Corporation of that city do not take immediate steps to clean its streets.

The story of a wild man having been seen in Arkansas is again revived. The creature is said to be unmistakably a human being, over 7 feet high, but with all the shyness and habits of a completely wild animal

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A new steamboat is to be placed on the River in the course of a few days by Messrs. John and Stephen Glazier, of Sunbury. We believe the name of this last accession to the trade is the *Highlander.*—[Fred. Reporter.

The arbitration in the case of the Bank of British America *versus* Capt Chestnut, is now in progress here. The arbitrators are James W. Chandler, F. W. Hatheway, and William Dell Hart, Esqrs.; the former gentleman presiding.—The Legal gentlemen concerned are the Hon. Atty. General, and the Hon. Mr. Fisher. The case creates a good deal of interest.—*Ib.*

REVENUE.—The increase of the Revenue from Customs, for this year, up to the 10th instant, exceeded the corresponding period of the last year by £45,000, being an augmentation of nearly 50 per cent.—*Quebec Chron.*

We regret to learn that the inhabitants of Gaspe are in the greatest distress: they are said to be starving in fact.—*Ib.*

The Granite Monument to Sir John Harvey at Fort Massy, is nearly completed.—It is 14 feet high.—*Halifax North American.*

GOVERNOR OF NOVA SCOTIA.—Nothing has transpired as to the appointment of a Governor for Nova Scotia. It is probable the post will be offered to Sir Harry Smith, on his return from the Cape.—*Ib.*

FOR AUSTRALIA!—Several young fellows from P. E. Island arrived here on Wednesday, en route for Australia, via England.—*Ib.*

The new propellor between Boston and Halifax, is to be named the "*City of Halifax.*" This beautiful steamship will probably be ready about the middle of June ensuing.—*Ib.*

By the Miramichi *Gleaner* we learn that Major Norton, U. S. Consul at Pictou, has intimated that his steamboat will not touch at Miramichi, because the New Brunswick House of Assembly rejected the prayer of his petition for an Address to the Queen to obtain permission for an American boat to touch at one or more ports in New Brunswick. The route he says will now be once in ten days from Pictou to Quebec, touching at Chalottetown, Shediac, Gaspe, &c.—The *Gleaner* is very indignant that Miramichi has been "unceremoniously excluded from the benefit," and fancies that the inhabitants of the town "will not sit down quietly and see themselves deprived of a privilege, which they have a right to enjoy."—*Quebec Chron.*

The application of Steam to vessels engaged in the deep sea fishery, is contemplated by parties in Edinburgh. The scheme appears feasible and with every prospect of being remunerative.

The Lieutenant Governor of P. E. Island has issued a proclamation "recommending her Majesty's subjects in that island to discourage Orange Lodges and all such secret societies;" and "cautions all officers, non-commissioned officers and soldiers from joining or belonging to any such society."

SHIFTING OF THE EASTERLY WIND.—The gratifying intelligence was received at Lloyd's yesterday, that the wind, which for nearly the last two months had been blowing from the eastward, and locking out the homeward-bound vessels, had, all along the coast, in the course of Monday and Tuesday, shifted to the westward. At Scilly, what may be termed the mouth of the Channel, it changed early on Monday, and varied from N. N. W. to N. W. In the course of the subsequent 24 hours a large fleet began to wear up. The recent long-continued easterly wind has been the most protracted and "hard-hearted," as the pilots term it, that has been known for years. Many of the crews of the ships which were kept knocking about in the chops of the Channel, were absolutely reduced to a starving condition; and in one instance the crew of a vessel, which has since reached Crookhaven, lived on cocoa nuts for nearly three weeks. The non-arrival of foreign-going shipping in the docks has also produced the greatest distress amongst the many thousand labourers who are dependent upon the unloading of cargoes. The several metropolitan docks have been exceedingly slack; the like, indeed, has not been experienced for years. A large homeward-bound fleet, however, is reported coming up Channel, and should the wind continue to the westward, a great influx of shipping may be anticipated in the Thames. It is computed that upwards of 200,000 tons of cotton for the Liverpool market is afloat.—*London Daily News, 29th April.*

BRAZILS.

While Europe is busily getting rid of its patriots, and shipping them to the new world, the new world is getting rid of its tyrants, and shipping them to Europe. Rosas, we see, has just landed. This at least is reciprocity. Not only do we now find all the chiefs of liberal movements and ideas exiled by special and cruel decrees, but the masses who are luckless enough to entertain the like liberal opinions rapidly following their chiefs. Hesse Cassel is threatened with a wholesale emigration. In the Rhine countries the peasant turns his eyes from domestic tyranny to transatlantic freedom. The Bohemians, the Saxons, even the industrious and not indigent populations, are beginning to evince an unmistakable desire to escape from the present regime of Europe. How singularly the events of one hemisphere may tell upon another is exemplified in the fall of Rosas. For twenty years he had successfully defied every military and naval force that could be brought against him. But it so happened, some short time since, that the agent of Brazil at Hamburgh, learning that the Schleswig Holstein cavalry were about to be disbanded, went and proposed to them *en masse* to take service with the Emperor of Brazil. They should be transported, arms and horses, to South America; and their duty there should be to attack and put down an absolutist and cruel chief, who rivalled his brethren of Europe in tyranny. The Schleswigers, unable to be avenged upon his Majesty of Denmark, forthwith transferred their hostility to him of Buenos Ayres. They were straightway transported to the scene of their new campaign; and, joining Urquiza, gave the wild chief the means and the resolve to advance across the Parana upon Buenos Ayres.—Rosas tried to meet them with the *gauchos.* But those rude and undisciplined spearsmen, untrained to steady fight, could not, despite their numbers, withstand the severe and heavy charge of the Schleswig Holsteiners, who galloped amongst them, and actually rode down all who did not disperse. Thus the discomfited farmers of the Eyder became the victors of the Rio de la Plata. The Brazilian Government had made a similar attempt some time ago, by means of promises and inducements to a number of Irishmen to emigrate, who it was understood were to engage in military service, and put down Rosas, before they received the assignments of certain grants of land. But they themselves did not so understand the bargain, and mutinied. Upon which transaction, as upon that which has now been more successfully completed, we may be excused for remarking that an imperial government like that of Rio, which notwithstanding its extent of empire, feels it necessary thus to enlist the fresh blood and sturdy courage of the people of the north of Europe in its military defence, undoubtedly forfeits some claim to continued confidence. What should, however, alone immediately concern ourselves, is the future channels, distributions, and openings of trade. It is now inevitable that there will be two *emporiums* in the Plata. Monte Video and Buenos Ayres are both too considerable for the one to be completely sacrificed to the other. Both will exist, and exist as rivals; and an enormous difficulty it will be to keep two such cities from enacting Rome and Carthage, and expending their rescources on mutual and eternal war. Monte Video may have the better port, but Buenos Ayres has the best position, and commands the navigation of the Parana.—*London paper.*

SOUTHERN PINES.—That the lumber business is becoming a very important element in Southern exports, is apparent from the fact mentioned by a correspondent at Jacksonville, Florida, that there is cut daily at that place and neighborhood, by steam mills, 75,000 to 100,000 feet of lumber, and that at the time of writing there were five or six ships loading with lumber.—*N. Y. paper.*

A GREAT COUNTRY.—At Cincinnati, at the last dates, there were steamboats from Pennsylvania, Virginia, Kentucky, Ohio, Illinois, Missouri, Indiana, Tennessee, Iowa, Arkansas, Mississippi and Louisiana! Old States and new States—slave States and free States—Northern States and Southern States—lying side by side in the friendly embraces of commerce. These contained the products of all the Alleghanies—the grain of Ohio—the salt of Virginia—the tobacco of Kentucky—the lead of Missouri—iron of Tennessee—the cotton of Mississippi and Arkansas—the sugar and molasses of Louisiana, and the rice of the Carolinas! Bacon for the negroes—sugar for the planters—bread for the manufacturers—oil and lard for all countries. Such a picture of extended business intercommunication probably could not be presented by any other country in the world; and it shows how much of the prosperity of the country is due to the consolidation of national interests.—*Phila. Ledger.*

OREGON.—We heretofore published letters from friends in Oregon, on whose information we can rely, all, we believe, expressing very favorable views of that country. The last mail from the Pacific brought us a letter from a well-informed and intelligent gentleman, who by the way, is well acquainted with the rich lands in our Western States. His letter is dated at Salem, March 18th. He says, "This is a most magnificent country, and will, in the course of a few years be the garden of the United States. There are some of the most enrapturing views to be seen here that ever feasted the eye of man. I have already explored all the old settled portions of it, but I have been told that Puget's Sound, Umqua and Rogue River valleys, will equal them for beauty, productiveness and climate.

"The travelling here is mostly on horseback, but it is because we have no wagons in the country, nor can we get any made here. There is no country in the world, where better wagon roads can be had than in this, with its immense open prairies and orchard-like oak groves. Within the past three months I have travelled 1301 miles, dearly 900 of which I rode over on horseback."

[*From the Montreal Herald, May* 11.]

THE LARGEST YET THROUGH THE CANALS.—On Saturday, the steam frigate Cherokee arrived at the Lachine Basin, having descended from Kingston, which place she left on Wednesday. This vessel is the largest which, up to this date, has passed through our canals. In order to get through the locks, it was necessary to take off the Cherokee's figure head and cutwater by which her entire length was reduced to 182 feet. Her extreme breadth between the guards was 52 feet, and before leaving Kingston one of her paddle-boxes was cut and brought on deck, which reduced her to 44 feet 9 inches; but this breadth was found too great at the Beauharnois Canal, and the beam ends were again reduced by a couple of inches, which process had to be repeated in the locks of the Lachine Canal. She finally issued from her inland imprisonment upon the broad St. Lawrence 44 feet 4 inches broad; she draws nine feet water. This fine frigate is well known to all visitors to Kingston, where she has long lain in the dockyard at Fort Henry. She is 750 tons, and has 200 horse power engines, by the celebrated makers, Maudsley & Field, of London. The engines appear to-day to be in just as good order as when they were built. Indeed, the vessel has seen so little service, and has been so well taken care of, that she is probably as good as new throughout. She has been for sale by the government for a long time, and has lately been purchased on speculation by Captain Gaskin of Kingston, and one or two other gentlemen, who are now sending her to find a market. The engines consumed in coming down with one paddle, only fifteen tons of coal. She is now lying at the entrance of the Lachine Canal, for the purpose of refitting, and there is little doubt that for any purpose for which her tonnage and build is suited, she would be found a very cheap bargain at the price which her owners put upon her. She is exactly as she stood for service, with the exception of her great guns and other warlike stores.

Passenger in the steamship Africa at New York—L. H. DeVeber, Esq., who arrived here in the steamer Creole on Saturday evening.

FIRE.—Between 11 and 12 o'clock this forenoon, a fire broke out in a shed or kitchen attached to the house of Mr. W. Forsyth, in Pitt-street, near Elliot Row Although at a considerable distance, the firemen were promptly at the scene of the disaster, with their Engines, but before the flames could be subdued, the house was nearly destroyed. Mr. T. Hatheway's house, adjoining, was also equally injured.

The "*Creole,*" does not leave for Boston this week.

MARRIED.

On the 17th inst., at the Centenary Chapel, by the Rev. R. Cooney, M. A., Capt. William S. Frost, of this City, to Eunice, daughter of William Evans, Esq., M. D., of Stoke, England.

On the 18th inst., by the Rev. Robert Cooney, M. A., Mr. Thomas E. Gibson, to Miss Anne Mitchell, both of this City.

On the 19th inst., by the Rev. Wm. Donald, A. M., Mr. George Murray, to Margaret, third daughter of Mr. Hugh Fraser, Farmer, Boghead, Kinoir, Huntly, Aberdeenshire, Scotland.

On the 20th inst., by the Rev. R. Cooney, A. M., Mr. William Henry Best, to Miss Charlotte Derry both of this City.

On Friday evening, 21st inst., by the same, Mr. Jonathan R. Henderson, of this City, to Miss Eliza Goodwin, of Londonderry, Nova-Scotia.

At Studholm, (K. C.) on the 11th inst., by the Rev. Thomas McGhee, Rector of Sussex, Mr. Elias S. Flaglor, of St. John, to Isabella A. Bunting, second daughter of Mr. James Secord, of Norton.

In South Boston, on the 6th inst., by Elder Tuttle, Mr. William T. Herrington, of this City, to Miss Mary W. Poole, of Roxbury, Mass.

DIED.

On Tuesday evening, the 18th May, Elizabeth, eldest daughter of the late Hon. William Hazen, relict of the late Hon. Ward Chipman, Sen., and mother of the late Chief Justice Chipman, in the 85th year of her age.

On Sunday evening, after a long illness, Seth Seely, Esq., in the 85th year of his age, (one of the Loyalists who came to this Province in May 1783.)—Funeral to-morrow, Wednesday, at 3 o'clock, from the residence of his son, A. McL. Seely, Esq., Germain-street.

On Wednesday, the 19th inst., after a lingering illness, of consumption, which she bore with christian fortitude, Mary, wife of Mr. Charles N. Perkins, aged 38 years, leaving a family of four children to mourn the loss of a kind and affectionate mother.

On Wednesday morning, in the 11th year of her age, Jane, daughter of Capt. Edward Hippisley.

On Monday, the 17th inst., at Milkish, at her son's residence, Isabella, wife of Mr. John McRae, aged 49 years.

On Sunday morning, Eliza, wife of Mr. William Dougan, in the 45th year of her age.

On Friday morning last, from injuries received by the steam-boat explosion, Mr. Hugh Cochrane, aged 25 years, leaving a large circle of friends and acquaintances to lament their loss.

At the Marine Hospital, Partridge Island, on Friday last, of Small Pox, Mr. William Lee, late of Halifax, N. S.

At Smith's Creek, King's County, on Sunday the 16th inst., after a long illness, Margaret, wife of Gilbert L. Stockton, Esq., in the 64th year of her age.

At Bear River (Hillsburg) Mrs. Louisa, wife of Mr. Josiah S. Potter, aged 32.

At Boston, on the 8th inst., Mr. William Emerson, Seaman, aged 28 years, leaving a wife and one child in this City, to mourn their bereavement. He was a native of Germany.

PORT OF SAINT JOHN.

ARRIVED.

Wednesday—Barque Florence, Coxhead, New York, 6—R. Rankin & Co., ballast.
Wolgo, ———, Carthagena, 50—J. Robertson, ballast.
Brig Demerara, Flynn, New-York, 10—order, ballast.
Thursday—Brig Vesta, Cock, Philadelphia, 12—J. Robertson, ballast.
Barque Commerce, Waterson, Boston, 8—S. Wiggins & Son, ballast.
British Queen, Cavena, New-York, ballast.
Friday—Barque Nova-Scotian, Cunningham, Boston, 2—Chas. McLauchlan, ballast.
Brig Caros, Ketchum, Barbados, 21—Joseph Fairweather, molasses.
Schr. Mary, Mahony, Portland, 3—Geo. Eaton, wrecked materials.
Steamer Maid of Erin, Belyea, Portland—Thomas Parks, passengers and merchandise.
Saturday—Brig Themis, Margeson, Boston, 3—Geo. Thomas, flour, &c.
Schr. Fowler, Cox, Boston, 3—Master, flour, &c.
Barque Ross, Brown, New York, 7—Kirk & Worrall, coals.
Sunday—Ship Moro Castle, Bishop, Bath, 2—S. Wiggins & Son, ballast.
Brig Dalston, Davidson, New Haven, 7—S. Wiggins & Son, ballast.
Garland, Reardon, Castletown, 34—Kirk & Worrall, passengers.
Schr. Richard Cobden, Morrison, New York, 8—master, general cargo.
Tuesday—Ship Superior, Mason, Philadelphia, 6—W. & G. Carvill, ballast.

CLEARED.

May 18th—Ship Cambria, McCulloch, Liverpool, deals and scantling; Barque Argyle, Burton, Kingstown, deals; Douglas, Smith, Hull, timber and deals; Mary, Scott, Glasgow, do.; Brigt. Victoria, Crompton, Dundalk, deals, &c.

20th—Brig Vixen, Morris, Arbroath, R. Rankin & Co.; Solon, Moody, ballast; Diana, Charters, Dumfries, Wm. Thomson; schr. Pearl, McLean, Boston, G. Eaton.

22d—Ship Amazon, Roberts, Hull, timber and deals—S. Wiggins & Son; Barque Sarah Millidge, Kendrick, Dublin, deals, &c.—R. Rankin & Co.; Philotaxe, Kirby, Liverpool, deals; Trenton, Patten, London, do.; Aurora, Cherry, Hull, timber and deals; brig Iodine, Mills, Grimsby, timber and deals; schr. Ori, McMullen, Bath, timber, &c.; Eliza Jane, McLean, Boston, shingles and clapboards.

The schr. Rambler, Newell, which sailed hence on the 14th inst. for Halifax, got ashore near Brier Island the same night, and has been condemned—cargo limestone.

Spoken, May 7th, ship Cornelia, 4 days from St. John, for Leith.

Arrived at New-York, May 15th, barque Brothers, Doran, Newry; 17th Ulverstone, Broderick, Hull; 19th, brig Eliza Goddard, Adams, Sagua.

Arrived at Philadelphia, 19th, brigt. Portland, Scott, from St. Jago, Cuba.—At Boston, 22d, brig Zephyr, Whipple, from Matanzas, and barque Amelia, Holder, from do.

Cleared at Mobile, May 4th, ship Montezuma, Leavitt, Liverpool; 10th, ship Mary Caroline, Fox, do.—At New-Orleans, 8th, ship Infanta, do.—At Savannah, 11th, ship Pilgrim, Richardson, do.—At Philadelphia, 16th, ship Superior, Mason, St. John.—At New-York, 14th, barque Ross, Brown, and schr. Richard Cobden, Morrison, do.

Cleared at New York, 19th, brig Three Brothers, Knowlton, St. John.—At Mobile, 13th, ship Avon, Johnston, Liverpool.—At New York, 18th, brig Maxwell, Taylor, St. John.

Sailed from Matanzas, May 6th, barque Amelia, Holder, Boston.—From Alexandria, 11th, schr. Iris, for St. John.—From New Haven, 14th, brig Agnes, do.

CHARLESTON, May 19.—The British ship Urgent, from Liverpool via New York, went ashore last night on the South side of Bull's Breakers.—A steamer has gone to her assistance.

Arrivals in Britain.—At Dundalk, April 30th, brig Competitor, Goudy, St. John.—At Greenock, May 3d, Grand Turk, Curry, do.—At Liverpool, 3d, ship Kitty Cordes, Hannah, Mobile; 4th, Juno, Moran, Savannah, and barque William Carson, Vaughan, Richmond; 5th, ship Chester, Thompson, Mobile; 6th, Speed, Grundell, Savannah.—At Dublin, 6th, barque Perseverance, Sullivan, St. John.

Sailed from Liverpool, May 1st, barque Snowdon, Walker, St. John; barque Laconic, Miller, Eastport.—From Queenstown, 1st, brig Ocean, Neill, St. John.—From Bombay, 24th March, ship Dundonald, Gillies, Liverpool.

Barque Ashley, Betts, sailed from Glasgow on the 4th for Boston—got in contact, but proceeded with but slight damage.

The barque Frederick, Smith, from Glasgow and Belfast, for Boston, put back to Liverpool on the 3d, leaky; had been docked, and would have to discharge.

Loading at Liverpool, ships Commodore, Favorite