[From the Courier of Saturday.]

The Account of the Imports and Exports of the Port of Saint John and its Out-Stations, for the year ending 5th January, 1840, was politely handed to us by the Collector of Her Majesty's Customs, and by us subsequently submitted to the Chamber of Commerce of this City, in order that a sketch might accompany the publication of the official document, (should such be considered necessary, of the manner in which the large difference, or balance, between the two Custom House Returns, was liquidated. This duty was readily undertaken by the Chamber, and will be found most clearly and satisfactorily performed in the statement which we subjoin. The alacrity with which the Chamber have, on many occasions, recently, brought under the notice of Her Majesty's Government, subjects of importance to the Trade or well-being of the Province, is well known to its inhabitants generally; and the success which has attended their exertions for the public good, is the best proof of how much their opinions and suggestions are appreciated both by the Colonial and Home Governments. While, therefore, we feel much indebted to the attention of the Collector of Customs, in furnishing us, from time to time, with copies of official documents for publication in our columns for general information; the inhabitants of New Brunswick owe a debt of gratitude to the active members of the Chamber of Commerce, for the unwearied assiduity with which they have applied their time, their talents, and their influence, to promote the prosperity and welfare of the Province at large.

In the following statement, it is most gratifying to find, that *Labour*, (generally the most profitable, as well as the most permanent means by which any Country can provide and pay for its required imports,) is the main item by which the deficiency, exhibited by the Custom House statement, is met. This labour is principally expended in constructing new Vessels, intended for sale, including their Freights to Great Britain: and on disbursements and Wages for Crews engaged in conveying Cargoes, in Province owned Shipping, from this and the other North American Colonies the United States, &c. &c. to various parts of the world.

General Yearly Statements of the Imports and Exports of any Country, must necessarily vary greatly, each year; but it is pleasing to notice, that the Trade of this Colony is constantly on the advance, though vast losses, by fires in Saint John, and severe monetary difficulties, forced back on the Province from Great Britain, owing to the deficiency in her late crops, and a consequent pressure in her money market, will, during 1840, rather check, in individuals, a perhaps too eager desire to extend their transactions.

It we allow that the Port of Saint Andrews, and its Out-Bays, has one-fifteenth, in amount, of the Imports, and consequently, Exports, of Saint John, and that the population of the Province may now reach 130,000 souls, we shall have the astonishing fact presented, that the Export is equal to £10 9s. 8d. Sterling for every human being—a circumstance, probably, as unequalled by any other Country, as is the fact, that if the population above quoted be nearly correct, the navigation owned by New Brunswick is over two thirds of a Ton for each individual.

*Statement of the Proceeds from Sales of Ships, of Freights, and of other remittances or Payments, from the Province of New-Brunswick, during the Year ending 5th January, 1840, and not included in the above Custom House Report.*

| | | | |
|---|---|---|---|
| Freights to Great Britain—699 Cords Lathwood, sent in New-Brunswick owned vessels, | | | |
| | at 60s. | £2,097 | |
| 1015 M. Staves, | at 60s. | 8,045 | |
| 16,532 Standard Hundred Deals, | at 120s. | 99,192 | |
| 62,164 Loads Timber, | at 40s. | 124,328 | |
| | | £228,662 | |
| Less—Disbursements in Europe on Tonnage of Vessels carrying the same, 87,093 Tons, at 15s. | | 63,319 | |
| | | | £163,343 |
| Southern Freights, (Cotton) to G. Britain, | | £17,942 | |
| Quebec, Ditto, Ditto, | | 40,170 | |
| | | £58,112 | |
| Less—one half for the Disbursements on our Vessels so employed, in America and England, | | 29,056 | |
| | | | 29,056 |
| West India Freights—calculated at least, to be | | | 20,000 |
| Plaster & Grindstone Freights to the United States, | | | 2,291 |
| Total Freights, | | | £214,690 |
| Vessels sold in 1839—30,671 Tons, at 7l. 15s. | | | 237,700 |
| Disbursements of Foreign Vessels loading at Saint John and its Out-Bays—40,110 Tons, at 15s. | | | 30,082 |
| Bills—Government Bills for support of Troops, and various other public charges £29,404; Land Company, and from various private parties unconnected with mercantile transactions, and who reside in the Province, £35,000 | | | 64,400 |
| Insurances—Sums recovered on Insurances against Fires, made in England and the United States, on property which the fire of 17th August, 1839, destroyed, | | | 30,000 |
| Amount of Exports, per Custom House returns, | | | 701,839 |
| | | | £1,278,711 |
| Amount of Imports, per Custom House returns, | | | 1,433,474 |
| | | Balance | £154,763 |

This balance may at once be accounted for in the increased Tonnage now owned in the Colony, and from the short remittances which were made, up to January, owing to the great fire of 17th August last.

CHAMBER OF COMMERCE,
*City of Saint John, 14th August, 1840.*
L. DONALDSON, President.
I. Woodward, *Secretary.*

A Bangor paper of the 18th instant, states that the reason why the U. S Marshal is permitted to take the *Census* of Madawaska, is, because that Mr. Van Buren asked the consent of the British Minister. 'Depend upon it,' says the same paper, 'the Provincial authorities never did consent to this, nor would they now do it, without the interference of Mr. Fox.'

Madawaska.—The Bangor Whig states that Colonel Parks, the Marshal, has returned from the Madawaska territoty, and that the population of the settlement, according to the census which has been taken, is 3500?

The Bangor Democrat remarks—'The Marshal was not interrupted in his business, although Sir John Harvey, the Lieutenant Governor of New Brunswick, directed Colonel McLauchlan and the English Magistrates on the River to formally protest against his proceedings.'

## Summary.

The Queen and the wild Beasts.—On this latter evening, pursuant to arrangements which had been made for the purpose, our gracious mistress condescended to cross the stage of the theatre for the purpose of seeing the animals in their more excited and savage state during the operation of feeding them. It is almost unnecessary to observe, that this gratifying scene took place after the departure of the audience; and that every possible caution was adopted for the comparative comfort and seclusion of the royal visitor, which the resources of the theatre permitted, such as enclosing the entrance with crimson draperies, and carpeting the stairs—not merely to shut out the draught of the night-air, but to exclude the prying gaze of the many stragglers who remained behind in hopes of bearing testimony to so unprecedented a compliment paid to the theatre. The animals had been kept purposely without food for six-and-thirty hours; strong symptoms of which had become manifest during Mr. Van Amburgh's performance, by the lion and the panther having simultaneously attacked the lamb on its being placed in their den; and they would have evidently made but a mouthful a piece of it, had not their almost superhuman master literally lashed them into the most abject and crouching submission. The first portion of food thrown amongst them, seized by the lion as a matter of priority, was enough to convince any sceptic of the fearful savageness of their nature, when out of the control of the one hand, whose power they acknowledged. The rolling of the tiger's eye, while he was devouring the massive lump of meat and bone, clutched between his fore-paws, seemed to possess the brilliancy as well as rapidity for lightning; and was only diverted by a tremendous and sudden spring of the lion, who, having demolished his own portion, seized upon what was left of his ferocious neighbour's fare. The dash against the sides of the den sounded like the felling of huge trees, and was enough by its force and fury to shake the strongest nerves; but it was a positive fact, that while the boldest of the hearts in the royal suite speedily retreated at this unexpected plunge of the forest monarch, the youthful queen never moved either face or foot, but with look undivirted, and still more deeply riveted, continued to gaze on the novel and moving spectacle.—*The Stage, by Mr. Bunn.*

Destruction by an Earthquake.—The island of Ternate, belonging to the Dutch government, is one of the largest of the Moluccas, or Spice Islands, in the Indian ocean. The following account of its destruction is from Duch papers of July 28:—

On the morning of the 2d of February, at half past 8 o'clock, the air appeared dark and threatening; a strong northwest wind, accompanied by heavy rain, drove the clouds impetuously along; and every thing seemed to indicate some extraordinary phenomenon, which in fact soon followed, for a thick smoke soon arose from the crater, accompanied by a loud subterraneous noise, like thunder, while boiling lava and hot ashes burnt and destroyed every thing on which they fell. If the appearance of the phennomenon was striking in the day time, it was still more so in the evening, when the stones projected from the crater could be distinguished among the flames, which frequently rose to a great height. This destructive eruption lasted twenty-four hours, and ended with a frightful subterraneous noise, which made the inhabitants fear that the ground would give way under their feet. The noise was so great that persons close together could not hear each other speak. Passing over some days we come to the 14th of February, 1840, which proved so disastrous. At half past 12 at night a loud noise was heard, accompanied by a slight trembling of the ground, which grew every moment more violent, and awakened the inhabitants from their sleep. As the shocks became more violent, most of the people left their habitations. At half past 3 in the morning, whilst the rain fell in torrents, a violent shock was felt; the people could hardly keep their feet, the houses were shaken, and most of the buildings fell. In many places the earth opened, and immediately closed again. Nothing was left undamaged, and on the 15th of February, nature seemed to have attained the highest point of fury. An extremely violent shock was felt, men and animals hastened in terror to the water side, and filled all the boats without distinction of rank. The fears, especially of the women, were so great that some went a great distance through the water, in order to reach a boat to escape being swallowed up by the earth, which opened from time to time. When the fury of the storm was past, and the poor inhabitants had in some measure recovered their fright, they perceived how complete their ruin. Men's possessions were laid waste; the most costly spices and numerous other productions were spoiled and buried under ruins; not a piece of furniture saved, and not one stone house in all Ternate remained standing. Even Fort Orange, which has withstood several earthquakes for these two hundred years, has given way to this occasion, and truly the welfare and importance of Ternate to our Government is lost. The private injury is estimated at 900,000 florins. The shocks were felt at Gildo and Tideri, but no damage was done; thanks to Heaven, no lives were lost. Most of the people will leave the island and settle elsewhere.

Merchant Seamen.—We understand that a movement is about to be made for having a bill enacted to regulate the qualification of masters and mates of ships in the British merchant service. It is a measure that is much wanted, not only as intimately connected with the commercial interests of the country, but as calculating to save thousands of valuable lives sacrificed every year through the reckless temerity or stupidity, combined in many cases with the ignorance, of the persons who are too often entrusted with the management of merchant vessels. Several of the public journals both here and in England have been recently bringing the subject under notice, and particularly in reference to a bill that has been drafted, containing, among other proposed enactments, clauses for having boards established under the guidance of the Lords of the Admiralty, for examining masters and mates as to their qualifications, &c., and granting them the necessary commission or certificates.—*Scotch paper.*

There was a riot at Madrid on the 18th July; a mob of insurgents having assembled and attacked every one in the streets who wore the *Brevet Casque* (red cap).—They even tore red handkerchiefs from off the necks of females. The rioters were dispersed without loss of life.

Unarmed Transports.—We have learnt, from a source in which we can place the fullest reliance, that the transports sent on the China expedition are not armed! That is, that they have no other guns on board than the few, which country ships usually carry for signals, and which, from age, are probably honey-combed, and dangerous to fire more than once. To us this appears such an extraordinary oversight, or such a remarkable instance of a dangerous contempt of our enemy, that though Lin should reach us within two months, we cannot help bringing it to public notice; for we are sure, that the oversight has only to be known to be remedied, which there is yet time to do. We do not know if on the Rangoon expedition the transports were armed, but if our recollection serves aright, they certainly were so on the expedition to Java. We suppose the troops landed, and in possession of a post or town. Half the men-of-war must be employed, protecting the transports, instead of being all on the blockading duties; and if the transports are left, they are perfectly defenceless! We showed not many days ago, that there are fifty instances of vessels being boarded and taken by Ladrones.—We will add now that the lascars have as great a fear of them as of Malay pirates, and they are not likely to gain courage from being on board of unarmed vessels we take it? If this oversight be not remedied half our naval force is paralyzed.—*Calcutta Englishman.*

Melancholy Fate of Dr. Woodford.—The following letter appeared in the *Calcutta Journal* from Captain Neville, of her Majesty's 63d reg. addressed to Lieut. Colonel Logan, commanding that regiment, reporting the particulars of the melancholy fate which befel Dr. Woodford on the 18th inst. The party consisted of Captain Neville, Dr. Woodford, and Dr. Moreton, H C.S., attached to her Majesty's 62d Regt. which latter gentleman appears to have had an almost miraculous escape from meeting with a similar fate. The letter is dated Right bank of the Attaram River, March 20, about 180 miles from Moulmein, by the course of the stream:—It is with deep and heartfelt sorrow that I have to announce to you the melancholy death of Dr. Woodford, in consequence of being struck down by a tiger, whilst shooting in the Teak Forest here, the particulars of which are as follow. I had just come in from fishing in the river close by, where we dined at about 6 p.m. of the 18th inst., when I saw Dr. Woodford stagger towards me; he said 'Neville I have been struck down by a tiger, and am a dead man!' He then fell to the ground. I instantly had him removed into our boat, and called out for Dr. Moreton, who had just before gone out. Dr. Woodford, on somewhat recovering himself, stated that on seeing several Peacocks close about, he took his gun and stole after them behind some jungle; he heard a roar, and he saw on turning his head a tiger in the act of springing upon him; he turned his gun backward on the instant, and fired, and was rolled over by the tiger, but the monster, being frightened by the fire, dropped him, and retired. Dr. Woodford was uncertain whether he hit him or not. Moreton not returning, I began to fear that he had shared the fate of our worthy comrade; however, I assembled as many people as I could, armed them with what we had, and proceeded in quest of him, firing shots at intervals to let him know assistance was at hand, but without avail, and I gave him up for lost, as I myself had from the river seen two tigers, and hastened back to warn my friends. It was now quite dark, and seeing nothing further to be done, I set fire to the jungle, remaining as near as I could with any chance of safety; at half past ten o'clock, strange to relate, I heard a voice in the distance calling for help. With people I hastened towards the spot, and met Moreton uninjured, who stated, that in taking a walk, he had lost himself in getting as well as he could out of the way of tigers he heard about. He hastened to render every assistance to our lamented friend, but saw at once that he had got his death blow. Woodford himself, from the first, said he was sure to die; and he bore up with cheerfulness and firmness to meet the decree. Hearing that a tiger was seen sometime after near the spot where the accident took place, Moreton and I proceeded to the place on the 19th, mounted into trees, and there awaited for a considerable time, for a chance, perhaps, of killing the monster that had so savagely attacked our poor friend; but we left without seeing anything further. I write this in haste, in order, if I should meet with a light boat, to send the remains of poor Woodford down quicker than we can go: for it is Dr. Moreton's wish, as well as mine, that his remains should be brought down, if possible.

Important to Auctioneers.—In the Court of Queen's Bench, last week, an action was tried, "Rainy vs Vernon," in which the question involved was whether an auctioneer who has been once engaged to sell a property is entitled to his commission when the vendor succeeds in selling his property before the day appointed for the auction, and before the auctioneer has done anything. The verdict was for the plaintiff, thereby deciding the question in the affirmative.

**Steamer North America**

WILL leave for BOSTON, in future, at Ten o'clock, A. M., on Thursdays, instead of 1 o'clock as formerly.

She will also go to Windsor, (or in her absence) the Maid of the Mist, on Tuesday Evenings instead of Mondays, and leave Windsor again the same tide she arrives there.

JAMES WHITNEY & CO.

St. John, August 14.

☞NOTICE.

THE Subscribers having been appointed Trustees to the Estate of ALEXANDER EWING, hereby give notice, that such of his Creditors as come forward and sign the Trust deed, on or before the 5th day of November next, will be entitled to their dividend on his effects; after which date they will be wholly excluded.

T. L. NICHOLSON,
JOHN H. BARRY.

*St. John, 5th August, 1840.*

*Boards, Deals, Shingles, &c.*

400,000 Feet (Superficial) bright Deals: 200,000 feet White Pine Boards; 250,000 do. Merchantable seasoned Pine ditto; 200,000 do. Clear do. do.; 100,000 do. Refuse do. do.; 250,000 Merchantable spruce Boards and Plank; 150,000 Scantling, different dimensions; 200,000 sawed Pine Shingles; 50,000 sawed Cedar ditto; 100,000 Rift pine and spruce ditto; 300,000 Laths of superior quality.

Also—4 Shares Nova Scotia Steam Boat stock. The above is offered for sale by the subscriber at lowest market rates for cash or approved paper.

*July 24.* JOS. FAIRWEATHER.



# THE CHRONICLE.

SAINT JOHN, SEPTEMBER 4, 1840.


No later European dates have been received since our last publication.

Mr. White, the popular Melodist and Lecturer on Music, has already given our Citizens two of his Historical and Critical Dissertations on Music and Poetry interspersed with those Melodious Illustrations which have already won for him an enviable reputation as a Lecturer and Minstrel. This gentleman not only gives us a history of the early Bards and musical institutions of his country—but in the true spirit of a genuine "*Son of Song*" introduces and sings some of the finest specimens of those melting strains that once thro'

"———Tara's Halls
"The soul of music shed."

Mr. White is at present on a brief visit to Fredericton, but will, we are happy to learn return to this city in the course of a very few days, for the purpose of giving his third and Farewell Conversazione Musicale, which will we have no doubt be a rich and varied feast to the lovers of poetry and song. One feature should be kept in view while listening to Mr. W.—we behold in one and the same person, not only the Musician, the Vocalist and Poet, but the Orator Minstrel "who ran thro' each mode of the Lyre and was *master of all.*"

Signior Blitz.—This all amusing Magic Performer, took his departure for St. Andrews and St. Stephen's yesterday morning; he will visit Fredericton in the course of next week on his route for Miramichi, Prince Edward Island and the Canadas.

The Races.—At an early hour this morning, crowds of persons were on the route towards the Race Course; the weather being extremely fine, a vast concourse were assembled. The first race was won in handsome style by Mr. Peter's *Young Tom*, rode by Rowland Bunting, junior.

Horses entered for the races this day.

*First Race, Cup, Mile Heats.*—Mr. James Peters' b. h. Young Tom, 3 yrs. old; Mr. R. Sands' br. h. Blucher, aged; Mr. R. Sands' roan g. Napoleon, aged; Capt. Nugent's (Fredericton.) c. m. Ada, aged. Won by Young Tom. Ada took first heat.

*Second Race, Trial Sweepstakes, single mile.*—Mr. John Richey's b. g. Tom The Baker, aged; Lord Glamis' br. h. Sir Harry, 4 yrs.; Mr. R. Bunting's br. h. Fearnought, aged. Won by Fearnought—rode by Mr. P. Bunting.

*Third Race, Cocked Hat stakes, half mile heats.*—Mr. John Clarke's b. g. Rattler; Mr. R. Sands' r. g. Napoleon; Mr. R. Sands' b. m. Maria; Mr. P. Bunting's c. m. Crucifix; Mr James Peters c. m. Mad Cap. Won by Mad Cap, rode by Bunting, junior.

Fourth Race for a Saddle.

New Vessels.—The *Montrose*, a first class copper fastened ship of about 650 Tons, built at St. Martin's by Mr. George Marr, was towed into this port on Sunday last. We understand she is owned by John Wishart, Esq. and is commanded by Capt. James Davys.

A fine ship of 630 tons, built at the ship yard of Mr. James Sevirns, at St. Martins, and called the *William Abrahams*, was towed into this port on Sunday last, by the steamer Nova Scotia; she is owned by Messrs. Adam & Davidson, and commanded by Capt. Kinney.

Another new ship of 600 tons, built for Messrs. Eaton, Burnham & Co. of this city, was towed into the harbour on the same day, from Wilmot, N. S.: she is called the *London*, and said to be a fine vessel.

Parrsboro, Aug. 15.—Launched from the building yard of Messrs. J. & V. Davidson, a substantially built barque of 350 tons, called the *Troubadour*. This vessel is copper fastened, built of good materials, and is owned by Messrs. James Ratchford & Co. who are loading her with a choice cargo of hardwood timber and deals, for a port in Great Britain, and is expected to sail about the 1st September. Captain Charles Huberi, an experienced and favourite shipmaster, is appointed to her command.—*Halifax Times.*

HEAD QUARTERS, Fredericton, 1st *September*, 1840.

MILITIA GENERAL ORDERS.

The Commander-in-Chief has been pleased to make the following promotions and appointments.

SUNBURY MILITIA.

Charles Clowes to be Captain, vice George Nevers, resigned.

*To be Lieutenants.*

Ensign George Nevers, Junior, vice Kimbull left the County, dated 1st September, 1840.

Ensign Hezekiah Hoyt, vice Bailey, resigned, 2d September.

Ensign John Brown, vice G. Miles, deceased, 3d September.

*To be Ensigns.*

Reuben Coperthwaite, Gent., vice G. B. Taylor, removed from the County, 1st September.

George T. Harding, vice A. S. Hubbie, superceded, 2d September.

John J. Bailey, vice Hoyt, promoted, 3d Sept.

Hiel Camp, vice G. Nevers, promoted, 4th sept.

Aaron Hartt, vice Boon, resigned, 5th september.

1st BATTALION QUEEN'S COUNTY.

*To be Captain.*

John J. Millidge, Esquire, vice D. S. Smith, who retires with his rank, 1st september, 1840.

*To be Lieutenants.*

Ensign Birdsell Carpenter, vice Gunter, removed, 1st september.

Ensign John Gannce, 2d september.

*To be Ensigns.*

Henry S. Peters, Esquire, 1st september.

John Hobin, 2d september.

*By Command,*
GEO. SHORE, A. G. M.

By the Acadia, upwards of twelve thousand letters, for all parts of the United States, were received at the Boston Post Office, where they were assorted and mailed in six hours.

HALIFAX, August 29.

☞ The Commissioners of the Poors' Asylum acknowledge the receipt of Ten Pounds, presented by Signior Blitz, as a Donation to the funds of the Institution, in aid of the Poor.

Rumours are current about Town, that His Excellency Sir Colin Campbell has been offered the situation of Governor and Commander-in-Chief at Ceylon, and that he has accepted the same, and may shortly be expected to quit this Province. It is also said that Lord Falkland, is to be our next Lieutenant Governor, with a salary of £5,000 per annum, how to be made up we dare not conjecture.—*Times.*

More Burning on the Frontier.—The Montreal *Herald* of Thursday states that two barns, one belonging to Mr. Richard Fisher, and the other to Mr. John Atkinson, at Hemmingford, were burned to the ground, on the night of Sunday last, by the "respectable inhabitants" on the opposite side of the line. The barns were within half a mile of the line, both filled with the newly cut crop of hay, oats and wheat,—the whole provision of the families, and winter folder for their stock. The sufferers are said to be very quiet respectable men. The trail of the incendiaries was followed, through the dew, to beyond the lines in the direction of a place called Perrysburg in Moortown.—*Quebec Transcript.*

We lately stated that two cases of incendiarism had occurred on the lines, and were traced to the land of free crime. We regret to say that two cases have subsequently occurred at Chambly, which have caused considerable sensation. The one was the burning of the full barn of Madame de Salaberry (now Mrs. Glenn,) the other was the barn of the Rev. Mr. Mignault, also full, and on the same night.—*Montreal Transcript.*

Montreal, August 25th.—The British Whig states that His Excellency's reason for not proceeding to Toronto was his "not wishing to experience a personal proof of the malice of the Chief Justice and his gang of ruffians." This would be a sorry and an unworthy reason indeed, so much so that we are surprised any person could, for a moment, entertain it. The true reason is, that when His Excellency was at Halifax, he received a despatch from Lord John Russell directing him not to assume, for the future, the Government of any of the Provinces except Lower Canada, and that he was not to interfere with Sir George Arthur in the discharge of his duties as Lieutenant Governor, nor to supersede him temporarily, but recommended that he should make an extended tour through the Upper Province. The despatch was received by His Excellency five days after he had assumed the Governor-ship of Nova Scotia, so that what was done there could not be undone, but our readers may recollect that he acted upon its contents when he arrived at New Brunswick.—(*Herald.*)

We have received Toronto and Kingston papers of the 15th instant. The *Kingston Chronicle* asserts, on authority of a letter just received from Montreal, that Kingston is to be the seat of Government. The fortifications at Point Frederick would certainly afford some security for the records and the public offices, in the case of a new rupture with the United States. But we suspect, if such an event should recur, it would be difficult, ever after, to get at them without the permission of our neighbours. In fact, Upper Canada could not have been maintained as a British Province last war, but for the good conduct and assistance of the inhabitants of Lower Canada.

We believe that, in point of fact, the Government of Canada will be *ambulatory* for some time to come.—*Quebec Gazette.*

Kingston, U. C. Augt. 21.

Mr. Buckingham's Lectures.—This distinguished gentleman has fully realised in Kingston the high conception entertained of him previous to his arrival. His Lectures on Egypt, at the Union Church, despite the great Canadian attraction of a Travelling Circus, were remarkably well attended, and the satisfaction afforded so great, as to induce the Lecturer to prolong his stay in town, and deliver his course on Palestine, the last Lecture of which is given to-night. In speaking of Mr. Buckingham, we find it impossible to avoid using the commendations of others, and our notice, therefore, must be comparatively tautaulogous and brief. Mr. Buckingham, although past the middle age of life, possesses a noble and commanding countenance, and his delivery is graceful in the extreme. His voice, though not loud, is nevertheless clear, and his enunciation so good as to make every word tell, even in a crowded auditory. His manner is highly pleasing, and his lectures are rather a series of lively descriptive anecdotes, than a mere topographical detail of the countries he describes. His powers of elocution are great and varied, and we question much whether any given Lecture has been delivered in the same or even similar language to two audiences. Mr. Buckingham is unquestionably one of the master spirits of the age, and although the fashion in some circles at home has been of late to deride him, yet it is a well ascertained fact, that no single individual ever engrossed the public attention so much, or maintained that infatuation so long as himself. He has now been eighteen years before the British and American public, six years of which he passed in Parliament, and his attraction is as great as ever. Mr. Buckingham leaves Kingston for Montreal to-morrow morning, thence to Quebec, Halifax, St. Johns, N. B. and so to New York, where he embarks for England. He is accompanied in his present tour by Mrs. Buckingham and a son about 17 years of age.—*British Whig.*

*Awful Calamity—Loss of Life—Fall of the Draw of the State Street Canal Basin Bridge, Albany.*

We learn from the Albany Evening Journal, that a most dreadful calamity took place in that city on Saturday afternoon, just before the steamboat North America left for New York.

It appears that a scuffle between an insane person and those who had him in charge, in which the lunatic made a desperate attempt to get away from his keepers, had drawn together on the bridge, at the foot of State street, a crowd of some thirty or forty persons, including a carman with his horse and cart. The great weight of the crowd occasioned the bridge to give way, and the whole were precipitated into the water—the bridge itself falling upon a large number of those who fell, and doubtless, greatly adding to the fatality of the occurrence. Every possible effort was made to rescue the unfortunate people, and many were saved, though a large number of them sunk to a watery grave.

Of eighteen dead bodies recovered, we have learnt the names of the following:

James Hanman, constable, of Albany. Mr. Driscoll, merchant, of Palmyra. Chas. Lyons, tobacco pedlar, of Albany. A son of Jacob Henderer, of Albany, aged 14. A son of Sybrant Kettle, of Albany, aged 16. Roderick Davidson, of Albany, aged 16. —— Groesbeck, a boy belonging to the boat Mohawk. Mr. Cavener, an insane man from Oneida co., under charge of Messrs. Stevens and Fuller. Stevens was saved.

James VanBuren, of German Flatts, a canal driver. Samuel Fisher, lamplighter, of Albany. Francis Rogee, laborer of Albany. —— Wood, of Albany, aged 14. Thomas M'Dowell, of Albany. Wm. L. Morey, of Vermont. —— Jones, of Albany. H. L. Hoffman, of Fultonville.—Smith Mathews, of Troy—*Sylvester's N. York Reporter.*

The ship *Hector* arrived at New Bedford from the Pacific on Sunday evening, with a cargo of twenty seven hundred barrels of oil—having been out only twenty six months. The cargo is worth about 80,000 dollars.

Mr. Miller's Prediction.—Yesterday, August 11th, was the day, according to Mr. Miller, that was to have closed the day of grace, or when Christ was to have left the mediatorial throne. Mr. Miller has all along maintained, that after the 11th of August 1840, there would be no conversions—that Christians would lose their desire and their spirit of prayer for the conversion of sinners—in fine, that that day would close up the day of grace.—*Zion's Herald.*

Texan Independence.—The Cosmopolita of the 10th July, says: "The English Minister by order of his government, has sent a note to Mexico, notifying the government that if, within a given time, which he named, the Mexicans shall not have re-conquered Texas, the independence of that country will be acknowledged by Great Britain. The note was referred to a Committee of Congress.

Five Pirates Shot.—At Havana, July 25, Francis Deonis, *alias* David, Frances Lnores, John de Armas, Juan Romero, natives of Canary Islands; Augustin Lopez, *alias* San Martin, a native of Portugal; and Lorenzo Fernandez, a native of Porto Rico, convicted of the crime of piracy, by the Marine Court, were shot on the Mole. These are culprits which had captured the English brig Vernon, on her voyage from Jamaica to Halifax—murdered Captain Cunningham and several sailors, plundered the cargo, and burned the vessel. The sentence was, that the head of David be cut off, and be placed on the highest point of Cape Antonio—the scene of the piracy. The heads of the others were to be taken off, and placed in conspicuous places about the harbour of Havana. The Havana papers give the names of about a dozen more of the piratical gang, who were sentenced to imprisonment for life in solitary dungeons, to work in the docks.

Another Shocking Accident.—*Steam Boat James Gibbon blown up.*—We have the painful duty to announce that the steam tow-boat James Gibbon, was blown up this morning about 25 miles below Richmond, by the bursting of the boiler. The captain's wife, two children and a servant were dreadfully scalded. Two of the hands are missing. One of the children, a little boy, five or six years old, died a short time after the accident. The others are considered out of danger. The explosion is represented as most terrific, the boiler being blown entirely out of the boat on to an ark which was in tow, and the escape pipe was blown over into the woods. The sufferers were brought up to the city about 11 o'clock, by the steam boat Patrick Henry. The little child which died was dreadfully burned. We have not learned the probable origin of this shocking catastrophe.—[Richmond Star, Aug. 21.]

A squadron consisting of the razee independence, frigate Constellation, sloops of war Concord and Boston, and another sloop of war, is now fitting out for the East Indies. It is said that commodore Lewis Warrington will have the command. Capt. F. H. Gregory has been ordered to the frigate Constellation, at Boston.

*Destruction of Indian Key by the Indians, and the Massacre of the Inhabitants.*

The schooner Victoria, Captain Kenyon, arrived at Charleston, from Key West, reports the destruction of Indian Key by a party of from 100 to 150 Indians, and the murder of several of the inhabitants. The following letter from the correspondent of the Courier, furnishes detailed account of this dreadful affair:—

*Key West*, August, 1840.

Dear Sirs.—We were alarmed on the morning of the 8th instant, by the arrival here of a great part of the inhabitants of Key Vacas. They had left their homes in consequence of the arrival of a small boat, with some negroes from Indian Key, on the Morning of the 7th, who reported that a number of Indians had landed on Indian Key, immediately after the moon had gone down; they think from 100 to 150 in number, that morning, and murdered all of its inhabitants, and burnt their houses. A party from this immediately went on board the wrecking sloop Velvilia, and started. They had not proceeded many miles, when they encountered the wrecking schooner General Washington, direct from Indian Key, whose captain informed them, that it was unnecessary for them to proceed further, as all of the houses, except one, owned and occupied by Mr. Charles Howe. Inspector of Customs, were destroyed—and that the Indians had left the island about 10 o'clock A. M., of the 7th, taking away all they wanted, in the boats belonging to the Key. It appears, so soon as the alarm was given by the yells of the Indians, Mr. Houseman and wife, and Mr. Howe, wife, and five children, were successful in making their escape, and went to Tea-Table Key, which is about one mile and a half. Dr. Perrin, wife, and three children, remained in their house for a short time, when the Doctor went to the cupalo and spoke to the Indians in Spanish—but it is supposed they then shot him, for he was not again seen. His lady with her two daughters and son, retreated to the Turtle Crawl, near the house, watched their opportunity, and while the Indians were plundering, started in a boat for an old hulk, lying about two hundred yards from the Key, where they remained until daylight, when they were taken away by a boat from Tea-Table Key. Mr. John Motte, master of the wrecking sloop Key West with his wife, two children, and his mother, retired, for the purpose of secreting themselves in the privy; but poor unfortunate people, they were soon dragged out, and Mr. Motte and wife were shot—the mother escaping to the water, by which she was saved—they then dashed out the brains of the two infants against the rocks, and left them with the corpses of the parents. As the house of Dr. Perrin was burnt, his body must have been consumed in it. A lad, about 12 years, brother of Mrs. E. Smith, hid himself in the cistern of Mr. Houseman's house—with a carpenter named Blocks—the latter was saved, but much burnt; the lad perished in the flames. The only other person on the Key, at the time of the attack, hurt, was Mr. Otis, a carpenter—he was wounded by a rifle ball, which has been extracted, and he is doing well. At Tea-Table Key, a United States Post, about one mile and a half from Indian Key, there were about 12 invalids in charge of a Doctor of the United States Army. The rest of the detachments of Marines, under command of Lieutenant Sloan, had left about 48 hours before, in the United States schooner Wave, for Cape Romane, to join the expedition of boats in the everglades, under command of Lieutenant Commanding McLaughlin. Nevertheless, the Doctor, as soon as he heard of the attack, with five of his invalids, and Mr. Houseman, pushed towards the scene of action, with a barge, in which was mounted a gun, which they discharged, on approaching the place—it recoiled and went overboard. The Indians left their plunder, and walked as far as they could in the water towards the boats, distributing themselves and firing, by which they wounded one of the Doctor's men, and obliged him to haul off. The following persons were on the Key at the attack—Mr. Houseman and wife, Mr. Charles Howe, wife and five children, Dr. Perrin,

wife and three chil
child, brother, a mot
wife, and three ildre
Blocks, and Glasgarp
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Mr. Howe's faily,
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sloop Vevilia, Cstain
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are strictly state

Accident.—At the Isle au
Quebec, during the storm o
a person named Re Picard
while engaged in cding hay
Mr. Orkney, seigior of the
lightning. The ilated man
panions under the seltor of
without any wonds. his b
scythe, the handlof which
is always dangerous to take
during a thunderstorm, and
table case it is supposed that
scythe contribud to attract

☞Trinity Church will be
next for Divin Service at th

MARR

At Carleto, on Thursday
by the Rev. I Coster, Mr. W
rah, eldest daughter of the la
all of Carleton.

At Burton, on the 22d Au
per Milner, Henry T. Parle
nah, eldest daughter of the
Esq., of that place.

At Fredericton, on Monda
Rev. R. Shepherd, Mr. Co
Wakefield, to Frances Caro
of Mr. John Stevens, of that

On the 19th ult. by the Re
John Arbuckle, City and S
Mary Ann Irwin, widow of
Lauchlan, of that place.

On the 27th ult. by the R
Elsdon, of Fredericton, to
of St. John.

On the 22d ult. by the Re
William Green, to Miss Ma
of that place.

DIE

On Tuesday evening, Eli
of John and Mary Sweeny,

On Saturday morning, S
John Kinnear, Esq., aged n

On Monday last, George
Edmund A. Price, aged 3 m

At St. Andrews, on Mond
Forbes, only son of George
aged one year.

At Black River, (Miramic
much and justly regretted,
in the 73d year of his age.
of St. Stephen's Church, a
tinguished as a pious, cons
man.

At Stoke, Devon, Mr. W
perannuated boatswain of He
84 years. He is believed t
those who sailed round th
Cook.

On board steamer Acadia
sage from Liverpool to Hali
ficer of the steamer.

At Chester, N. S. on th
years and 8 months, Priscill
man of colour.

At Fredericton, on the 24
infant daughter of Mr. Z. G
and 28 days.

SHIPPIN

Port of Saint John, Arri
Eakin, Sligo 98—R. Ran
Schr. Thomas Lowden, Bak
ford & Brothers, flour an
27th—brig Wasp, Porter,
Thorne, flour, &c.
Schr. Syrian, Darling, Bine
Manchester, Greenow, Ban
Minerva, Ross, Quebec, 21—
flour and pork.
Galena, Abbott, Wilmingto
staves and flour.
Brig Ann Elizabeth, Cocke
R. Rankin & Co. coals a
28th—schr. James Clark, B
assorted cargo.
29th—brig P. I. Nevins, W
S. Hersey, wheat.
30th—brig Worsley, Brien,
kin & Co. ballast.
Seaflower, Roach, Montre
Co. pork &c.
Wave, Spence, Nassau, 2
cargo.
31st—ship British Queen,
Wm. Hammond, bricks.
Barque Londonderry, Hatt
Thos. Wallace, goods an
Brig Westmorland, Ball, G
Ball, ballast.—Aug. 27th,
spoke barque Loyalist, H
to Sligo.—28th, Cape Fo
miles, spoke barque Kate
verpool, all well.
Brigantine Brilliant, Parker
ton, assorted cargo.
Steam Ship North Americ
Whitney & Co. merchan
1st—ship Edward, Cuthber
8 days from the latter p
an & Co. passengers.
Schr. Eleanor Jane, Wiseo
Robinson, general cargo.
Nile, Vaughan, Halifax—M
Ship Francis, Brown, Liv
& Son, ballast.
2d barque Junius, M'Bean,
merchandize and passeng
4th, ship Magnificent, W
W. Smith, merchandise.
Halifax, Vigilance, Sa
Harp, East, Philadelphia,
Olive, Small, New-York
assorted cargo.

CLEAR

Ship Queen of the Oce
timber and deals—Alex. Ye
Stewart, Cork, deals—R. R
Spence, Liverpool, deals—
Brothers, Daniel, Newry,
Ellen Bryson, Dickson, Ne
Buckley, Ireland, timber—
Brig Napoleon, Cahill, Ja
shunk and Walker.
Schr. Diligence, Kane, W
Gault: Acadian, Henry, B
stones; Margaretville, John
cargo: Syrian, Darling, B
Jack, Longmire, Greenock,