



The Re-Interment of General Brock's Remains.

We copy the following remarks from the Niagara Mail, of a late date:

The ceremony of the re-Interment of General Brock and the laying of the foundation stone of the new monument at Queenston will take place on the 13th of October, the anniversary of his glorious death. After so many delays during the lapse of over thirteen years since the destruction of the old monument...

The emperor is about twenty-one years of age, and when he rises through the city, the people are obliged to kneel down with their faces to the ground until he is out of sight.

Employment Extraordinary.—Day before yesterday evening, officers Hart, Rider, and Rose, received a dispatch from Columbus, telling them to look out on the ten o'clock eastern train, for the parties concerned in an elopement which had taken place from Hancock county.

The lady in the case was named Deer, and the individual concerned was John Curtis. The parties arrived as expected, and were taken into custody. The baggage was extensive, consisting of a band-box, two carpet sacks, two trunks, a baby two months old, three hundred dollars of the sort of husband's money, and a pocket of the lady, who drew it, and informed the officers that she would speedily cause vacancies in the organization of the Cincinnati police.

The Observer.

St. John, Tuesday, Oct. 18, 1853.

Whatever may be the result of the present aspect of European affairs, arising from the struggle between the nations, and the progress of the Chinese Revolution, and other ominous events of modern days, it is an instrument in the hands of an over-ruling Providence, for working out benefits of infinitely higher importance than the ambition or the despotism of any monarch.

Language like the above in Congress, repeated in the flaming proclamations of Gen. Hull, and made many a man to depend as to the result of the contest. But when General Brock issued his memorable proclamation, and called for volunteers to go with him to fight the invaders under Hull, feeling of confidence and patriotism, and the spirit of politics was instantly infused in the common danger, and the militia rallied with enthusiasm round a man whom they knew and loved.

At that day, as it was, it was difficult to decide whether the civil or military character of General Brock ought to be rated highest. But in truth, with him, the mild graces of the virtuous and amiable citizen were so blended with the stern and heroic character of the soldier, that he formed a whole, but rarely found united in the same individual.

Such in brief was the man whose remains, after an act of the most wanton destruction in 1838, are to be committed to the earth, and a higher and more monumental to be erected over his remains. That such an interest should be felt among another generation for a man who died forty-one years ago, argues a degree of merit in the object of our prolonged regard, such as are not and never, we believe will be, ungrateful to the memory of General Brock.

POSTSCRIPT.

By a private dispatch received from New York, by Telegraph, last night, we learn that the Turkish Government has actually declared War against Russia!

The steamer Atlantic, from Liverpool, arrived at New York yesterday afternoon. By the latest dispatch from Vienna, it is stated that the Sultan has signed the declaration of War against Russia, against the advice of the Powers.

One of the greatest and most momentous struggles among the nations of modern times, is now before probably ere now commenced; Europe will most likely be convulsed from end to end, and it is impossible of course as yet to predict the issue of the contest.

The "FAIRY QUEEN."—In our last, we briefly noticed the disastrous wreck of the steamer Fairy Queen, near Pictou Island, on her passage from Charlottetown, P. E. I., to Pictou. At that time it was supposed, that the ill-fated sisters, the Misses Dowell, and Dr. McKenzie, were the only victims of the catastrophe; but from further accounts it appears that at least ten lives have been sacrificed. We subjoin further particulars from the Pictou Chronicle, including the statements of the Captain of the steamer and of some of the passengers.

We proceeded very comfortably until we were near the Gulf Rock. At half-past five, however, the weather being at the time very squally, the tiller rope broke, when the steamer immediately broached to, broadside to the wind, which was at the time blowing about north and by west, and immediately became unmanageable.

The steamer now began to list over on the starboard side, and settle down. The water was rising rapidly. We tried to keep it down by bailing; all hands were at work, passengers and all; the pumps were at work, but they did not get under way until after dark. We kept on bailing until the vessel still settling with her lee side listing under the water. We then let go the anchor and brought her head to the wind and got her under way.

The examination of Messrs. Lydiard, Wilkins and Pincus, occupied the whole day until near 10 o'clock in the evening, when the court adjourned till 10 o'clock on Tuesday to take the deposition of the other witnesses.

The exact number of persons on board the steamer is not known. The crew numbered thirteen, and the number of passengers was not ascertained, as the clerk had not collected the fares, until which time no register of their names would be taken.

The names of the parties who escaped in the boats are: Mr. W. R. Baker, Captain Patrick Lydiard, Mr. J. W. Turner, Clerk or Agent; John Christie, First Engineer; James Webster, Second Engineer; William McKennie, Steerman; William Mills, Fireman; John Donnelly, Fireman; and Hector McKinnon, Steerman.

MR. LYDIARD'S EVIDENCE.

The steamer left Charlottetown between 11 and 12 o'clock, P. M. The crew consisted of thirteen men, and the boat shipped a sea which broke over the gangways, and did some other slight damage. With this exception they had proceeded very comfortably for nearly five hours, at which time they were suddenly and immediately broached to, and shipped another sea.

The vessel during this time, and before the passengers generally, gradually to settle, and broached to frequently. When all became aware of the danger, I proposed to the mate to run the boat ashore on Pictou Island; a mate said it could not be done, on account of the reef being made to the steamer, and the passengers all began to work at bailing and enquiring by their example to arouse the crew to work with energy.

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There was a crew of thirteen men on board the steamer. I do not know how many passengers, but I think about thirteen. Yesterday morning I directed the men not to get up steam as the weather was not fit to go out. We left a little after eleven, waited until that time the tide and wind would be favorable. After getting out

desired it, and that if any more could be taken, lots would be drawn to determine who should remain. To this proposal, as to every other, they refused to give any answer. All the male passengers could have got into the boats, but refused to do so until they could get the ladies leaving the steamer.

The whole of the upper deck, about the paddle-boxes, remained in one piece, and was large enough to have floated all the passengers left aboard by the boats. It was composed of this spruce planks, carefully fastened together, covered with tarred and painted canvas, firmly tacked on, with a hand railing or banister running along the sides of the deck, so firm did it appear, that they felt confident of their ultimate escape, and finally after eight hours of exposure to the storm and cold, they were cast ashore on the north side of Marigold Island, some twelve or fifteen miles from the scene of their disaster.

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disease, that locality has suffered less than others where preventions have not been taken, escaped altogether.—New Brunswick.

The Packet Ship Eudocia arrived on Saturday afternoon, after a passage of 42 days, having left Liverpool on the 31 of September. During the entire voyage she experienced most tempestuous weather. Indeed it was an almost unbroken succession of gales, of the ships that left at the same time scarcely one other escaped unscathed.

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sent for assistance to protect the Sultan and the Christian residents. Four steam frigates, two French and two British, immediately passed the Bosphorus and came to anchor before Constantinople.

The London Daily News of the 23rd states that Admiral Dundas has received orders from the Admiralty to move with the whole English fleet from Besika to Constantinople.

The Emperor and Empress were well received on their tour at Amiens and along the route, and pretty well at Boulogne. They have returned to Paris.

The Cholera in Northern Europe.—The N. Y. Courier of Wednesday says: "The fatality of the cholera at Newcastle in England, at Copenhagen, St. Petersburg, and other cities in Northern Europe, seems to have exceeded the most sanguine anticipations of the sanitary authorities. The deaths at Newcastle were reported at more than one hundred per day. The population of that town according to the census of 1811 was 65,000. The mortality, therefore, was nearly equal to 7000 per week for New York, and has been equalled in the recent records of the pestilence seen to be the same as before its last appearance in this country, and there is every reason to believe that the same may be repeated in our country, and that the ravages will again cloud the annals of the United States in 1854. Forewarned of its approach as we are, something may be done to mitigate the horrors of the plague, and the subject of sanitary reform may well occupy the thoughts of the benevolent."

The Episcopal Board of Missions held a meeting in the Church of the Ascension, New York, on the evening of the 7th inst. The delegation from the Church of England were present, with a young person connected with the Christian faith and candidate for holy orders, from Shanghai, named Tong, attired in full Chinese costume, who attracted much attention. Addresses were delivered by the Rev. Dr. Spencer, late Bishop of Madras, Dr. Ercon Sinclair, of Middlesex, England, the Rev. E. C. Mackintosh, of St. Paul's, London, the Rev. Mr. Caswell, and Bishop Dowell, of Fredericton.

The Archbishop of Canterbury, England, has addressed a most fraternal letter to the American episcopacy and clergy, upon the occasion of enclosing a copy of the Oxford quarto edition of the Bible. The letter of His Grace gave very general joy to the different members of the Church.

WEST INDIES.

We have files of the Kingston (Jama.) Journal to the 28th ult. A lengthy despatch from Sir Charles Grey, understood to be a panacea for all the political grievances of the Island, is published in all the papers, and excites a great deal of remark. No little apprehension exists in Kingston, touching the cholera, which is said to have already made its appearance in some of the adjacent islands. A genuine case has been reported in Kingston.—N. Y. Express.

The London press mentions a successful application of chloroform upon a man of immense physical power, while under a violent attack of cholera. While in the most violent paroxysms of pain and spasms, the chloroform was administered, and the struggling infirm, whose functions being suspended, the horrible symptoms ceased, the medicines became absorbed, and in an hour the man was restored to consciousness, and the disease was conquered.

The Sultan.—The present Sultan of Turkey is so delicate in health and appearance as to be scarcely able to keep erect upon his horse, upon which he seems to sway back and forth like a thing without life. It is more than half a Christian it is said, though such a suspicion would cost him his crown. He is reported to be a great admirer of St. Sophia, through the aid of an American artist, the Sultan was present when some of the old plaster fell from the walls and disclosed various pictures of saints and Christian emblems; on which he remarked to the artist, "I have seen the same sary to cover all that—the time has not yet come."

The Bank of England had raised its rate of discount to five per cent. The receipt by the Czar of the Turkish ambassador was known at Constantinople on the 19th; but the expected crisis did not occur, and the ministry at date of last letters remained without change.

The entire sum of Great Britain for 1852, was £1,750,000, by the king's alms, £82,000.

In Newark, N. J. one to every thousand.

The Duke of Cambridge, in his visit to the United States, has been presented to the ship "Condor" by the crew and attention of the crew to Melbourne.

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Sultan and the frigates, two... The entire sum of money raised by the Churches of Great Britain for missionary purposes, is about \$1,750,000; by those of America, \$750,000; making altogether \$2,500,000.

THE NORWALK DISTRICT.—The Dundas (Upper Canada) Warder, states that a proposal has been made to Mrs. Lagger, of Dundas, to compromise the matter of damages for the death of Mr. Lawler, in the awful railroad calamity at Norwalk, by paying five thousand dollars, without going to law.

TESTIMONIAL.—A handsome tea and coffee service, now on view at Mr. Mayer's, Lord-street, has been presented to Capt. W. H. Leighton, of the ship "London," by the passengers, for his successful and attentive management of a voyage from Liverpool to Melbourne.—Liverpool Standard.

LITERATURE. I. "THE CONFLICT OF AGES; or, the Great Debate on the Moral Relations of God and Man," by Edward Beecher, D. D.—[Boston:—Phillips, Sampson & Co., 1853.—p.p. 552.]

Commercial Bank of New-Brunswick, St. John, Oct. 18, 1853. A DIVIDEND OF FOUR PER CENT. on the Capital Stock of this Bank for the half year ending 15th instant, will be paid to the Shareholders on or after the 18th proximo.

WANTS a Situation in a Retail Store, a Young Man, 16. He has had a year's experience in a Country Store. Enquire of Oct. 18.—W. F. BONNELL, Gagetown.

Trunk Factory Depot, German Street. ON HAND—Travelling Trunks of the best Russian and Black Grain Leather, in quality, style and finish, superior to any ever offered in this market.

Groceries and Provisions. IN COURSE OF LANDING—25 H HDS. Bright Porto Rico SUGAR. Per the Iris, from Halifax.—82 quintals superior Table COFFEE; 56 tubs BUTTER, Fair quality.

