

THE SENTINEL.

AND NEW BRUNSWICK GENERAL ADVERTISER.

VOL. III.

FREDERICTON, SATURDAY, OCTOBER 24, 1840.

No. 43.

THE SENTINEL.

19 PUBLISHED EVERY SATURDAY MORNING
By Edmund Ward.

Office.—Phoenix or Tank House—Fredericton.
AND CONTAINS,
The Decisions of the Executive, and Notices of
Sales of Crown Lands.
During the sitting of the Legislature THE SENTINEL
is published twice each week, and in it
will be inserted
The Debates in the Legislative Council and
House of Assembly.

TERMS.—15s. per annum, exclusive of Postage
Half in advance.

No Paper will be discontinued at the request
of a Subscriber until all arrears are paid.

ADVERTISEMENTS not exceeding twelve-
lines will be inserted for four shillings and six
pence the first, and one shilling and sixpence for
each succeeding insertion. Larger in proportion.

PUBLIC INSTITUTIONS.

CENTRAL BANK OF NEW BRUNSWICK.—W.
J. Bodeil, Esq. President. Saml. W. Babbit, Esq.
Cashier. Discount Days, Tuesdays and Fridays.
—Bills or Notes offered for Discount must be left at
the Bank, enclosed and directed to the Cashier, be-
fore two o'clock on Mondays and Thursdays. Di-
rector next week, JOHN ROBINSON, Esq.

COMMERCIAL BANK OF NEW BRUNSWICK.—
Fredericton Branch. Archd. Scott, Esq. Cashier.
Discount days, Mondays and Thursdays. Hours
of business from 10 to 3. Notes or Bills for Dis-
count to be left at the Bank, enclosed to the
Cashier before three o'clock on Saturdays and Wed-
nesdays.

BANK OF BRITISH NORTH AMERICA.—Frederic-
ton Branch.—Alfred Smithers, Esq. Manager.—
Discount days, Wednesdays and Saturdays. Hours
of business from 10 to 3. Notes and Bills for Dis-
count to be left before 3 o'clock on the days pre-
ceding the Discount Days. Director next week, J.
TAYLOR, Esq.

SAVINGS' BANK. Trustee for next week,
J. T. SMITH, Esq.

CENTRAL FIRE INSURANCE COMPANY.—B.
Wolhaupter, Esq. Office open every day, at Mr.
Minchin's Brick House, opposite the Parade, (Sun-
days excepted), from 11 to 2 o'clock. Committee
for the present month, JOHN S. COY and THOMAS
STEWART.

ALMS HOUSE AND WORK HOUSE.—Commis-
sioner, till Thursday next, THOMAS MURRAY.

MONTREAL, October 8.

We publish another letter from our correspond-
ent in the Lower Provinces, which closes the
series.

EASTPORT, (MAINE), Sept. 17, 1840.

My rapid tour in the Lower Provinces termi-
nated yesterday, on my leaving St. Andrews
for this place, and I cannot better employ the
leisure hours during which we have to await
the arrival of the *North America*, which con-
veys us to Boston, than by completing, as pro-
mised, my brief notes upon New Brunswick.

Leaving St. John on Monday morning in the
Meteor, a small river steamer, which on this
trip took the *Nova Scotia's* day, we did not,
owing to our vessel's want of speed, arrive at
St. Andrews till about nine o'clock in the evening.
The sail is, for the most part, uninteresting
till you reach the Bay of Passamaquoddy, and
its islands, but these engage your fixed at-
tention. The largest of the islands, Grand Ma-
nan, is about twelve miles long by seven broad;
it lies at the entrance of the Bay of Fundy, and
possesses several fine harbours. It has a popula-
tion of upwards of a thousand, engaged in agri-
cultural pursuits, or in the fisheries, for which
this and the neighbouring islands possess such
facilities. Campo Bello, though somewhat less
in extent, is perhaps fully as valuable as Grand
Manan; its population is about equal, and its
size is about twelve miles long by four broad.—
It is the property of Vice Admiral Sir Edward
Owen, (who was born upon it, I was informed),
and his brother, Capt. W. F. R. Owen, R. N.,
both well known and highly esteemed in Cana-
da,—the last named being subsequently Com-
mander of the Naval expedition to Africa, em-
ployed for some years in surveying and laying
down its coast, under the direction of the Ad-
miralty. Capt. Owen, with his son-in-law,
Lieut. Robinson, R. N., lives on the island, at
Welsh Pool, to which many vessels resort, and
at the Custom House of which the *North Amer-
ica* steambot has to clear every trip, after leav-
ing Eastport for Boston, so as to comply with
British and American navigation laws. Besides
Welsh Pool, Campo Bello has several other ex-
cellent harbours. Its population devote much
of their attention to fishing. Though it pre-
sents, from the deck of the passing steambot,
a rugged and unpromising appearance, a large
portion of the island, I was assured, is excel-
lent land, and much of it is under high cultiva-
tion. Captain Owen has a seat in the New
Brunswick Assembly, being one of the mem-
bers for Charlotte, in which county his island is
situated. Besides Deer and Indian Islands,
which are extensive, and whose population de-
rive their principal support from the products of
the sea, the surface of the Bay of Passama-
quoddy is studded with numerous smaller ones,
some settled and well cultivated, others more
rocky and uninhabited islets, similar to many
in the well known group of the Thousand Is-
lands, in the St. Lawrence below Kingston.—
Though belonging to the United States, and,
therefore, not strictly coming within the limits
I proposed for my letter, I may as well here
notice Moose Island, on which Eastport stands.
It is also a large island, being four miles long.
It was in the possession of the British troops dur-
ing the last American war, and was only given
to the Americans by award of the Boundary
Commissioners, some years after the peace.—
Some of the block-houses still standing on the
island, were erected by the British, and I saw
this morning two of the redoubts which they
threw up, in commanding positions, near this
place.

St. Andrews, after visiting St. John, appears
a dull, lifeless place, and yet the trade of the
town and its outports is exceedingly extensive,
particularly in sawed lumber, of which it pre-
pares and exports infinitely more than any other
county in the Province. Of these outports,
St. Stephen is the principal, and from its nume-
rous saw mills, has attracted to itself much of
the business that formerly centred in St. An-
drews. St. Stephens is opposite the town of
Calais, in Maine, with which it is connected by

a toll-bridge. St. George, another of the out-
ports, is on the River Magaguadavic, on which
are numerous saw mills. I regretted much our
inability to visit this place; the Falls of the
Magaguadavic, and the scenery about them,
being described as very wild and imposing. By
adopting the land route from St. John to St.
Andrews, those desirous of seeing the country
in the neighbourhood of St. George, would
have their curiosity gratified. Of public build-
ings, St. Andrews contains churches for the Ep-
iscopal, Presbyterian, Methodist, and Catho-
lic persuasions, and a Court House—the last re-
cently erected, and in exceedingly good taste.
The Presbyterian Church, which, in its inter-
ior finish, surpasses any belonging to the mem-
bers of that communion in these Provinces, was
built at the sole expense of the late Mr. Chris-
topher Scott, long a leading merchant of St.
Andrews, and by him generously presented to
his fellow Presbyterians of that place. At the
barracks here, a subaltern's party of the 69th
Regiment is stationed. In St. Andrews, there
are many excellent and substantial private resi-
dences; those especially on the rising ground,
to the rear of the town, command an extensive
view of the beautiful Bay, which has been pro-
nounced superior to the Bay of Naples, by those
who have had the advantage of seeing both.—
But fully to appreciate the beauties of the sea-
scenery in the neighbourhood of St. Andrews, I
should strongly recommend an excursion to
Chamcook, a high mountain, some four or five
miles distant. We walked to and ascended this
eminence, and were most amply repaid for the
exertion. The effect was completely panora-
mic; in front, and to the left, lay Passama-
quoddy Bay, to the right, flowed the St. Croix,
here the dividing boundary from Maine; and in
rear, were to be seen three of a beautiful chain
of lakes, five in number, which present many
points of resemblance to those of Cumberland.—
At the foot of the mountain, are the extensive
saw and grist mills of Mr. Wilson, which derive
their water power from the lakes just mention-
ed. A wet dock, the only one in the Province,
another evidence of this worthy gentleman's en-
terprise, may also be seen here. In the view
from Chamcook, the country residence of Mr.
Wilson forms a pleasing object;—it is delight-
fully situated in the midst of a clump of fine
large trees, which gives the property the ap-
propriate name of the Grove.

Leaving St. Andrews, we proceeded to the
Point, whence is obtained a fine view of the
town, giving a more accurate idea of its extent,
than from any other spot. We crossed the St.
Croix in a row-boat to Robbinston, Maine,
and soon after, the stage from Calais came up,
by which we were conveyed to this place, after
a pleasant drive, throughout the whole course
of which, we never lost sight of the noble Bay
I have so frequently alluded to, and passed, in
succession, some of its more important islands.

I cannot close this, my last letter on the Pro-
vinces, without stating expressly that these
meagre notes lay no claims to originality, but
have been hastily compiled from different sources
of information, in the hope of their proving
useful to you or any of my friends who may be
induced to visit these noble dependencies of
Britain. I assure all such that they will be
highly gratified; for, in addition to the attrac-
tions of the country through which they will
pass, the inhabitants greet the stranger with a
warmth and a hospitality, which those who
like himself have experienced them, will not
readily forget.

A. H. A.

** In the last letter of our correspondent,
there is a typographical error, requiring cor-
rection. "In descending the St. John," has
been substituted for, "In describing St. John,"
making nonsense of the paragraph.

FOR THE SENTINEL.

MR. EDITOR.—I have read the last Act of
the General Assembly of this Province, enti-
tled "An Act in addition to an Act (in ad-
dition to other Acts ad infinitum) for the re-
lief and Support of Confined Debtors;"—
when to my astonishment I find that the Leg-
islature has been making and unmaking
acts for the relief of confined debtors every
year since the Province had a House of As-
sembly; and in my opinion they have done
no more good by the last act than they did by
the first.

The last act requires the debtor to be kept
in "carere duro" fourteen days, before he
can be discharged or receive any support;
and in the meantime *live upon air* if he can-
not purchase food, which he seldom or ever
can; for if he had the means of buying food
he could not take the benefit of the Act.

I have been credibly informed that the bene-
volence of Mrs. Charles Brannen has saved
many from an untimely grave.—*De routes
les vertus celle qui distingue le plus un chre-
tien c'est la charite.*

As the unfortunate debtor is compelled to
live fourteen days on the air of a filthy dun-
geon, before he can have any relief or sup-
port allowed him under the present Act; it
is natural to suppose, that if he had property
for which he could not realize money, that he
would endeavour (although sworn) to hide it
from his creditor, rather than return to
gaol and thereby commit perjury; or if the
confined debtor unfortunately has a family
who depend on him for support and could
not earn a livelihood themselves, they must
have recourse to dishonest means for their
support; which will add theft to perjury and
thereby ruin an otherwise respectable family
for ever.

I hope the next Session of the Legisla-
ture, will curtail the fourteen days; as I think
three days are quite sufficient to go and serve
a notice of examination of confined debtor to
any part of the Province, and return and at-
tend the said examination, as it is at present
you might go to England in less time than
the debtor has to live upon air.

As I conceive you to be as regards the
public benefit *alter ego*, you will please give
the above a place in your valuable paper; and
oblige

A PHILANTHROPIST.

October 16, 1840.

Arrogance is a weed that ever grows upon
a dunghill—witness fools and fellows that
from nothing are lifted some few steps upon
fortune's ladder. Nothing procures love
like humility; nothing hate like pride.—*Owen
Fellham.*

Dreadful Fire in the Docks of the Royal Ar- senal at Devonport—Destruction of the "Talavera," "Imogene," and "Minden."

On Sunday morning at half-past four o'clock,
Lieut. Williams, R. N. superintendent of the
dockyard police, was alarmed with the intelli-
gence that the line-of-battle ship *Talavera* was
on fire. All hands were instantly on the spot
with the engines, but so terrific were the flames
that the total destruction of the ship was al-
ready inevitable. The fire-bells were rung, and
the workmen with the military called in. The
tide was high, and plenty of water at hand, but
nothing could subdue the fury with which the
fire extended southwards, towards the other
docks and building ships, the rigging house,
sail-loft, and the store-houses. At a quarter to
five o'clock, the "Talavera" was one mass of
flame, communicating with the shed over
her head, threatened to carry the fire to the ex-
tremity of the yard. The "Minden," 72, line-
of-battle ship, lying at the stern of the "Tala-
vera," in the head dock, took fire ahead, and
appeared inevitably doomed; but the wind shift-
ing a point, and by the most strenuous exertions
of the engines, the progress of the flames
astern was stopped; but the roof of the shed ad-
joining, called the Adelaide Gallery, took fire,
and the dense volumes of smoke for a time ap-
peared to choke the flame.

Right and left of the gallery were large sheds
containing planks and prepared timber, and here
were the workmen's tools, all ranged in boxes,
marked and numbered. In the gallery were
kept the figure-heads of some of the ships
which, having borne the brunt of the battle,
were, after the peace, broken up; and these
slight remembrances of their achievements
were kept with a degree of pride. At the east-
end hung the flag of our never-to-be-for-
gotten naval hero, Nelson, under which he
fought the battle of Trafalgar; and opposite,
the flag of Lord Exmouth at the battle of Al-
giers. An attempt was gallantly made by a
young man to save them, but the fire was too
fierce, and the attempt given up for the safety
of the party who made it. From this shed the
flames spread to that which covered the "I-
phigene" frigate, which was also completely
destroyed. To subdue the flames here ap-
peared to be fruitless, and an attempt was made
to prevent a further extension by playing the
engines upon the building opposite, but without
success, and the whole range, together with a
large pile of timber under a shed, were in
flames. The fire was stopped at the South
Dock by pulling down the sheds of the saw-pits
to the southward, by which means the store-
houses and other buildings have been preserv-
ed. Fortunately the flames were prevented
from igniting the rigging-house, which stands
close to the south docks, and contains all man-
ner of combustibles.

There were twenty-two engines at work at
one time; and nearly all the military, seamen,
and marines in the port, with their officers and
the heads of the different departments, were
present at an early hour.

All that human exertion could do, was done
with courage, alacrity, and skill, highly praisew-
orthy. Admiral Sir Graham Moore and Ad-
miral Warren were on the spot immediately af-
ter the alarm was given.

For several hours the scene was awfully
magnificent, the ships, buildings, and timber
stores being all on fire at one time, presenting
a sheet of flame a quarter of a mile in extent,
and in some places 100 feet high, while vol-
umes of dense smoke covered the town. Pro-
visionally there was little wind, or the conse-
quences might have been beyond conception.

The loss actually caused by this conflagration
was stated at first to have covered nearly half
a million of money; it was afterwards stated
£150,000; the truth probably lies between.

The "Talavera" was an old ship, and the
estimate of her worth, if sold by auction, the
usual mode of disposing of ships when unse-
viceable, is not above £20,000, though to re-
place her with a new ship of the same class,
would be from £70,000 to £80,000. The other
vessels must be estimated in the same way; but
the loss of stores is immense. The sheds, cov-
ered as they were, with painted and tarred pa-
per, cost from £10,000 to £12,000 each; the
cost, when covered with copper, is from £30,-
000 to £40,000 each. The granite facings of
the docks are split to pieces. The fire was pro-
visionally stopped at the very point where the
destruction would have been greatest, as prop-
erty amounting in value to upwards of £5,000,-
000 was deposited in the very building adjoining
that where its progress was terminated.

As to the cause of the fire nothing satisfactory
is known. No work had been done on board
the "Talavera" for five weeks, and strong sus-
picions are entertained that it has been the act
of an incendiary. One of the police inspectors
visited the spot at half-past three, and walked
round the dock, but observed no appearance of
fire. It is expected that an enquiry will take
place in the presence of one of the Lords Com-
missioners of the Admiralty.

Admiral Superintendent Warren looked from
his bed-room window at four o'clock in the
morning—at that time there was no appearance
of danger of any kind; he was not sensible of
any smoke arising, and the yard appeared in all
respects quiet, as it usually is at such an hour.
Soon after this policemen Codd and Quick, who
were on duty at the north dock, passed the
word "fire," and the sentinels on duty discharged
their muskets, as ordered on such occasions.
The post of the nearest sentinel was within thirty
yards of the bow of the ship; he was not
sensible of any smoke near until the alarm was
given by the police. The last fire in the dock-
yard of any importance, was the destruction of
the rope-house in the year 1812, the cause of
which, we believe, was fully understood to
have arisen from spontaneous ignition.

In the course of Sunday, Admiral Warren
published an order, thanking the men of the
troops, the yards, the police, and the people of
the town for their enthusiastic and energetic ex-
ertions. The same document stated the provi-
sions made to prevent the fire from bursting
forth again.

The fire having been provisionally arrested,
it becomes necessary, while the ships referred
to lie burning in the docks, and the timber sur-
rounding that part of the yard smouldering under
subdued fire, that means should be adopted to
ensure sufficient assistance and watch in the
dock yard during the approaching night, for
which purpose the Admiral Superintendent re-
quires that four foremen of shipwrights, remain
in the dock-yard during the night, to superin-
tend, by reliefs, a strict patrol throughout the
night; and that 450 shipwrights and 150 laborers
be also retained in the yard, to attend the

engines and perform any other duties which
circumstances may require. The principal re-
sident officers of the dock yard will the admiral
feels assured, adopt such an arrangement as
may give to the security of the yard the benefit
of the frequent or constant supervision of a suf-
ficient number of these officers to render this
arrangement effectual. And a report is to be ad-
dressed to the Admiral Superintendent every
two hours, of the state of the arsenal during the
night.

The General has been requested to afford a
strong detachment of troops from the garrison
during the approaching night, and with these
precautions no doubt exists of protection from
the remains of the fire, which although subdued
is by no means extinguished.

FREDK WARREN.

A correspondent of the Chronicle says—"The
flag of the "Victory" was carried in procession
by the crew at Nelson's funeral in 1806. When
the body was lowered the enthusiasm in St.
Pauls was so great, that the visitors of all classes
rushed forward and tore it to atoms as relics
of the hero."

An examination was held on Monday and
Tuesday at the Dock office, when evidence it
is said was given that the fire was wilful, and
some clue was obtained to the discovery of the
incendiary.

FROM THE LONDON ATLAS.

We have had occasion several times to remark
upon the weak and suicidal policy of our min-
isters, in allowing Lord Hill to hold the com-
mand of the British army. We have pointed out
the injustice done to the well-affected portion
of her Majesty's subjects by leaving the sole pa-
tronage of that profession, in which our aristoc-
racy are most accustomed to seek distinction, in
the hands of the opposition; we have dwelt often
upon the natural effect of making the Queen's
military service, the general refuge of those
who oppose the Queen's government and revile
her person; and we have denounced the shame-
ful ingratitude of passing over the second in
command at Waterloo, because he is a whig;
and placing in the post of honour, which he so
well earned, a man who was his junior officer,
but who has the recommendation of being a
tory.

We are sick however, of the subject, for we
speak to men who will not hear, and we argue
upon principles which they have not courage to
practise.

Still there are occasions when the affairs of
the Horse Guards are forced upon us, and one
of these is afforded by the recent doings of the
Earl of Cardigan, Lieut. Colonel of the 11th
Hussars.

The Earl of Cardigan is a zealous tory partisan.
As Lord Brudenell he fought many con-
tested elections, and sat, during seven Parliam-
ents, in the House of Commons. We state
this fact because we know of no other which
can account for the extraordinary favour and
protection which has been vouchsafed to him
through one of the most singular careers which
any English officer ever ran.

When acting as Lieut. Colonel of the 15th
Hussars, Lord Brudenell rendered himself no-
torious by his very remarkable conduct towards
Captain Wathen, one of his subordinate officers;
and in a court martial which succeeded, the
Captain was honourably acquitted, and Lord
Brudenell was gently removed from his com-
mand.

His lordship we believe is not distinguished
for any services in the field, nor do we under-
stand that he was ever present at a real engage-
ment. On the other hand there are hundreds
who have grown grey in service, whose wounds
testify that their's has been no playing at sol-
diers, who have no stain resting upon their mili-
tary character, and yet who are hopeless of
ever obtaining employment, or emerging from
the list of the half-pay.

Those who did not know that Lord Brudenell
was member for North Northamptonshire, and
who were not aware that he was a tory, whose
vote might be surely counted upon to harass,
obstruct, or annoy the Queen's ministers, were
surprised when they heard that this Lord Bru-
denell was the man who was chosen out of the
whole British army for the much coveted com-
mand of the 11th Hussars. The matter was e-
ven mentioned in Parliament, but every one
there denied all responsibility, and the friends
of Lord Brudenell treated the question, not as a
question of whether he deserved one of the best
prizes in the service, but as whether he ought
to be for ever shut out from employment on ac-
count of his conduct when in command of the
15th. Perhaps he did not deserve to be so shut
out—upon that we offer no opinion. But he
certainly should in justice have been postponed
to every officer of his own rank who had a clear
military character. What could possibly have
induced the choice of this man in the face of
such an objection, and against the claims of such
a host of superior competitors, except the con-
sideration that he was one of the House of Com-
mons' opponents of the Queen's government?—
Can we wonder at the zeal of a Colonel Thomas
after this example?

Lord Brudenell, however, got his command,
and by the death of his father he became Earl
of Cardigan. The present state of that regiment
is a sufficient proof of the manner in which the
military service benefits by these political jobs
—jobs bad enough when they are used to
strengthen the government of the kingdom, but
trebly bad when they are used expressly to
weaken it.

1st. At this moment Captain Reynolds, of the
11th Hussars, is under arrest, and about to be
brought to a court martial, for challenging the
Earl of Cardigan to a duel.

2d. The Earl of Cardigan is himself under re-
cognition to appear to answer the charge of
fighting a duel and shooting Lieut. Tuckett,
of the same regiment.

3d. The daily papers are full of a voluminous
correspondence which has passed between the
Horse Guards and a second Captain Reynolds,
in which a court martial has been refused.

As to the second of these cases, it forms a
fine practical commentary upon the absurdity
of duelling. Lieut. Tuckett writes a letter to a
newspaper showing that the Earl is a bad officer,
that under his command regiments have become
deteriorated in discipline, and corporal punish-
ments have uniformly increased. The Earl re-
fuses to deny these allegations, but states with
amusing inconsistency that "many parts of the
letter contain matter entirely false, and the
whole of it was slanderous, insulting, and cal-
umnious." The Earl does not condescend to
point out which part was false and calumnious,
and which was calumnious but not false; and
as Lieut. Tuckett did not choose to apologize for

writing those parts which were not false but
only calumnious, the Earl called him out and
shot him. If there is matter in the Earl's con-
duct which is calumnious and yet true, it occurs
to us that the trial by pistols has not answered
the purpose of effecting strict justice in this in-
stance.

As to the correspondence upon the subject of
the Earl's insulting message to Captain Reynold-
s, it is not our purpose to enter into any
lengthened discussion upon it. The substance
of it will be found in that part of our paper to
which, according to our plan of arrangement it
belongs. It may be that, according to the strict
rules of military etiquette, Captain Reynolds
was wrong in writing any letter to the Horse
Guards, reflecting upon the conduct of his su-
perior officer. It may be that Captain Reynolds
should have forwarded his formal complaint
through his commanding officer; and it may also
be that he should have refrained in the first
instance from making Lord Cardigan's messen-
ger in any way responsible for the very ridicu-
lous message which he bore.

Technically speaking, Captain Reynolds may
be in the wrong, but certain undeniable facts
still remain. It still remains a fact that the Earl
of Cardigan did send a very insulting message
to a gentleman holding her Majesty's commis-
sion, and that that insult was as undeserved as it
was coarse. It still remains a fact that Lord
Cardigan did revile an officer of his corps on ac-
count of his having served with the regiment in
India. This taunt, from a superior officer, is a
crime of so grave a nature that it strikes at the
very heart and essence of a soldier's honour, con-
verts the service of his country into disgrace,
and reduces him to the condition of a spangled
puppet, whose character like his coat, becomes
tarnished by the smoke of powder. If this fact
were made good against the Earl, it ought to
expell him from any properly officered army in
Europe.

The fact also remains that Lord Cardigan
broke the articles of war, by keeping Captain
Reynolds in custody longer than he was by those
articles entitled to do, and it is proved also
that he was guilty of gross oppression by
keeping him under close, instead of general ar-
rest.

These are facts which are not to be got rid of.
How in the face of them Lord Hill could neglect
to investigate the matter in the manner in
which he was bound to investigate it, how he
could declare that he was satisfied with the
Earl of Cardigan's conduct in every particular,
are matters which we cannot account for by any
ordinary principles of military conduct. If we
believe that Lord Hill, having in contempt of
general opinion, both of civilians and military
men, forced a political adherent into a command,
was determined to protect him in it in defiance
of the articles of war and the rules of discipline,
then we understand it, and we admire his con-
duct as singularly consistent; but if we are not
to take this view of the case, we confess our-
selves at a loss to understand it at all.

It is not to the Earl of Cardigan's conduct
that we address ourselves. The public mind
was long since decided upon that. It is to
Lord Hill's conduct, and to the conduct of those
who are responsible for Lord Hill's continuance
in office, that we seek to draw public attention.

From the London Atlas, October 3.

PERSIA, TURKEY, SYRIA, AND EGYPT.

By the latest intelligence from Persia we
learn that the restless Shah has finally aban-
doned his project of declaring war against the Porte,
and of invading Bagdad. The counsels of Rus-
sia are supposed to have brought him to this de-
termination. At a moment like the present this
change in the intentions of Mahomed Shah is
really important. There is nothing now to ap-
prehend from that quarter, and as the Turkish
troops have been completely victorious over the
Kurdes and malcontents, near the Persian fron-
tier, the whole of the forces of the Sultan in
that direction are disposable.

A grand council was held on the 3d at the
residence of the Scheik-ul-Islam, in conse-
quence of intelligence that Mehemet Ali had
refused to accede to the first condition of the
conference of London. Mehemet Ali was de-
clared to be no longer governor of Syria.

The *Petra*, or decree, which deprives him
of his government, and declares war against
him, was afterwards issued by the Scheik-ul-
Islam, and read in all the Mosques. The read-
ing of this document, which exposes at great
length the reasons for this extreme measure
against the Viceroy, has produced a deep im-
pression. Other accounts say that the *Petra*
was prepared, but not published.

The advices from Alexandria, which, delay-
ed by the discourtesy of the French, have
reached us this week, if they do not add to our
knowledge of events, enable us to arrange
them in the order of the dates, and to repair
the errors of the previous intelligence.

The "Oriental" steamer reached Malta on
the 12th, after a passage of 259 hours, from
Southampton. She waited till the 15th, when
the French steamer having arrived from Alex-
andria, and nothing appearing to prevent her
progress, she sailed on the 16th day for Egypt.
She had on board 103 men of the 77th regt, and
27 Artillerymen. The letters of the 5th from
Alexandria are still delayed, or lost, but those
of the 7th are safe, and have reached us. On
the morning of the 6th, which was the last day
of the twenty that had been originally granted
to Mehemet Ali to consider the propositions of
the Porte and the European powers, the consuls
waited on the Pacha to receive his definitive
answer. Mehemet refused to receive them on
account of the severity of his indisposition.—
[Nile boils on the spine, peculiar probably to
the occupant of the seat of the Pharaohs.] But
Samy and Boghos Beys received them, and de-
clared that his Highness had given his answer
to Rifaat Bey. This occasioned some alterca-
tion. The Consuls of Russia and England ob-
served that his Highness's acceptance could
only be of avail when he should have given up
the Ottoman fleet, and placed in their hands
an order to withdraw his troops from Syria; with-
out that, his adhesion would not be accepted.—
The Egyptian Minister offered copies of the
Pacha's answer, declaring that it was to the
Sultan, not to them, that he was bound to re-
ply. The Consuls had drawn up a protest
against Rifaat Bey and his conduct in accepting
or suggesting such vain proposals as those made
by Mehemet. The Pacha was taking every
means of defence, and planting cannon at all
points.

The question now was whether the consuls
could be considered as safe at Alexandria.—
Colonel Hodges asked Samy Bey whether he