

The important expeditions of Denman and Clapperton, accompanied by Dr Oudney and Mr Toole, were next in point of time. The Journal of their first voyage is familiar to most readers. Mr Toole and Dr Gudney died on that journey. Clapperton's second voyage was accompanied by Mr Morrison and Capt Pearee. Their servant, Richard Larnder, was the only survivor; the others died successively from the effects of the climate.

Major Laing, the next victim, was assassinated in the Desert.

The French traveller Caille was the immediate predecessor Landers in their first and successful journey. He returned in 1828. Their first journey was terminated in 1831. The second has added the name of Richard Lander to this long list of mortality. On looking it over and marking with how few exceptions the attempts of travellers have been fatal to them one cannot but wonder at the pertinacious spirit with which the attempts are repeated.

## EUROPE.

From the Halifax Journal of July 6.

On Saturday evening we were favoured with the perusal of a Cork paper of the 2d June, the greater part of which is occupied with speculations from the London Journals, on the probable result of the changes in the Ministry—some consider them as preparatory to a general dissolution, while others assert that it will render its existence more certain. The following extracts will put our readers in possession of the names of the persons likely to come into office:

LONDON, MAY 30.

**THE SUN.**—Up to the present hour we still continue in the same situation as yesterday respecting the new appointments in the Ministry—nothing is known in the City to be depended upon.

We have also a very great dearth of information, as the French mail and express from Paris have not arrived. They are anxiously looked for as they are expected to bring us the Parisian accounts of the effect produced in the above Capital by the dissensions in our Cabinet, and the resignation of some of our Ministers, which, no doubt will cause some depression in the French Funds. They will likewise cause a great sensation in Holland, and encourage his Dutch Majesty again to procrastinate the settlement of the Belgian affairs.

It appears that on the 3d inst, another Spanish brigade under the orders of Don Francisco Serrano, entered Portugal. It is stated that after they have formed a junction with Saldanha new operations will take place.

We hear from good authority that the following is the new administration.

Lord Auckland to the Admiralty Lord Carlisle Privy Seal; Mr Spring Rice, Colonies; Lord Mulgrave, Post office, not in the Cabinet.

Mr Ellice, Secretary at War, a seat in the Cabinet; Mr. Francis Baring Secretary of the Treasury.

### FORMATION OF A NEW MINISTRY

**GLOBE.**—The following are the arrangements which have, we believe, been made for filling up the vacancies, in the Cabinet and public offices occasioned by the resignation, first of Mr Stanley and Sir James Graham, and secondly, and lastly, for these are all the resignations which have taken place or are likely to take place, the Duke of Richmond and the Earl of Ripon. The Earl of Carlisle who in a quiet and unostentatious manner did as effective service as any man in the country to the cause of Parliamentary Reform, is to have the Privy Seal.

Mr Spring Rice will be Colonial Secretary in place of Mr Stanley, with of course a seat in the Cabinet.

Mr Ellice will remain the Secretary at War, and have a seat in the Cabinet.

Mr Francis Baring [son of Sir Thomas Baring], now one of the Lords of the Treasury, who has in that capacity proved himself to be a most able and industrious man, succeeds, Mr. Spring Rice as Secretary of the Treasury.

Mr Moore O'Farrell, who is a Catholic, and a most respectable Irish county member, and an ardent friend to civil and religious liberty succeeds Mr Baring as junior Lord of the Treasury.

Lord Mulgrave is to be Postmaster-General, Lord Auckland will occupy the place at the Admiralty vacated by Sir James Graham, with a seat in the Cabinet.

Lord Auckland will, of course, have to relinquish the Mint and Board of Trade. These vacancies will open the way for some others, and we have heard the following names mentioned as likely to join the Ministry:—Lord Radnor, Lord Ebrington, Lord King, Lord Clanricarde, and Mr. Abercombe. These are all good names, but whether either of the two noble Commoners would risk their seats or desire further occupation we do not know. We feel persuaded, however, that their accession to office would give strength to the government. We hear that Lord Durham, who is not in good health, is likely to have some Foreign appointment. We are also glad to learn that the four seconded members as they have not withdrawn from the government factiously, will not desert their old friends, much less join their political opponents.

A large number of members of the House of Commons have presented an address to Lord Grey, expressive of their warmest confidence in his Lordship, and him by no means to abandon his post, assuring him of their determination to support the Government, under his administration.

**STANDARD.**—The Brookes Address to Lord Grey exhorting his lordship to persevere in holding office, was signed by one hundred and seven, but neglected by three times that number, nearly two hundred, we learn, expressly refused their signatures, the majority of them being of the Stanley and Graham party.

We have reason to believe that nothing yet is arranged respecting the ministry. Earl Grey had another audience of his Majesty this morning; and his lordship has been closetted with those of his colleagues who adhere to him for several hours. It has been very currently rumoured, in circles generally well informed in these matters, that ministers have been exceedingly unfortunate in what selections they had made; as, it is said, in every instance the offer of place has been respectfully declined by those to whom it was proffered. It is not probable that the administration will be completed before next week. The old ministers must of course deliver their seals of office to the King in Council, and no Council was up to a late hour this day summoned.

**COURIER.**—The change of administration has taken place in consequence of a difference in opinion respecting the revenue of the Irish Church, and respecting that alone. There is not, therefore, the slightest reason to expect any change of the general body of Earl Grey's Cabinet. The country will unquestionably look for the immediate introduction into Parliament of some practical measures respecting the future appropriation of Church property in Ireland, or of some declaration or resolution as to the measure to be adopted with that View and for securing the permanent tranquility in Ireland at no distant period.—We are confident from what we know, that it is the intention of the administration to pursue one or other of these courses.

**SUN.**—Public anxiety is still great with respect to the completion of the Cabinet, but nothing definitive is yet determined, nor officially known. The same parties that were yesterday named to particular offices, are repeated to-day.

### MISCELLANEOUS.

A very gallant action has been fought by the Pluto, steam vessel, employed in the Slave Trade, off the Bonny, which ended in the capture of the Slaver, with 400 slaves.

His Majesty's Royal George, yacht, Capt. Lord Adolphus Fitzclarence, is to be ready to leave this port for Woolwich, to receive her furniture, early in the ensuing month, preparatory to her Majesty's embarkation for Germany. The Royal Yacht Fleet intend accompanying her Majesty on her visit to Germany, to the place of Royal disembarkation.—*Portsmouth Paper.*

It is understood that the business of the Commissariat will merge in that of the War Office, from the 1st of July next; and, consequently, many of the clerks of that Department are looking anxiously forward to what may be the fate on the amalgamation of the two offices.

A steamer offered by Government has been accepted by a steam navigation company to run three trips between Calcutta and Suez. Four thousand rupees have been voted to enable an individual to reach England,

via Egypt, for the purpose of making arrangements for a permanent steam communication, which we think is now in a fair way of being realized.

**PACKETS LOST.**—A London Paper gives the following list of Government Packets that have been lost within the last twelve years, viz.—

The Delight, Captain Hay, in 1823, off the Isle of France; all the crew lost. The Algerine, Wemyes, in 1826, off the Dardanelles; crew lost. The Hearty, Lieut. Jury, in 1826, off Barbadoes; crew and passengers all lost. The Redpole, Mr. Bullock, in 1826, on her passage from Brazil; crew and 14 passengers all lost; a large quantity of specie on board. The Ariel, Lieut. Figg, in 1826, on her passage to Halifax; crew all lost. The Recruit, in 1826, on her passage from Halifax to Bermuda; crew lost. The Calypso, Lieut. Peyton, in 1833, on her passage from Halifax to Falmouth; crew and passengers lost. The Tbis, Lieut. Church, in 1834, on her passage from Falmouth to Halifax; crew and passengers lost.

## UNITED STATES.

NEW-YORK, July 1.

**Lamentable Event.**—This morning, at about half past two o'clock; a fire broke out in the four story brick store of Messrs. Haydock, Clay & Co. wholesale druggists, No. 271 Pearl street, opposite the Fulton Bank, which with its contents was entirely destroyed. There was in it a very full stock of goods, which was insured for \$10,000, and is of course a total loss to the insurance Company. The second story of the building was occupied by Edward R. Yale, japan-ware dealer, whose stock was also destroyed, but whether this gentleman was insured or not, we have not yet ascertained. The third floor was used for the store of crockery ware by Willis & Brothers, who had no insurance. The building belonged to the heirs of the late J. G. Kane, and may be valued at \$6,000.

The most distressing result of this conflagration is yet to be recorded. About six o'clock, and when the fire was subdued, and many of the firemen with their machines had withdrawn, engines Nos. 10 and 13 remained on the ground to insure safety. In the 4th story was stationed Mr John McBirar, foreman of No 10, and Messrs. Artemas Gower and Benjamin Blonk, assistants, with their hose and pipe; and in the 1st story Messrs Edward Crooker, Eugene Underhill, Frederick Ward and Zophar Mills, members of engine No 13.

Mr McBirar, in the fourth story, in casting his eyes upwards observed several of the bricks falling, and being aware that all the interior of the rear had been burned away, and the roof much injured, he cautioned his associates of their danger. His words were scarcely spoken, when the peak of the gable end of the south side of the store, having nothing to support it, fell in with a dreadful crash, carrying all the floors down into the cellar.

Mr McBirar, who was three or four feet from the front window, instinctively sprang to the sill, on which he fell, thereby saving himself from destruction, while Mr Gower and Mr Blonk were precipitated into the second story among the fallen ruins. Mr Gower and Mr Blonk were precipitated into the second story among the falling ruins. Mr Gower was completely buried, but with prompt assistance was rescued alive. He is however very much injured, both externally and internally. Mr Blonk was more fortunate, he found himself shielded by a Franklin stove, which fell diagonally over him. From this situation we saw him with difficulty extricated, and are happy to say with comparatively little injury.

Not so with the gentleman on the first floor; they received the whole contents of all the stories upon them, and were dashed into the cellar. Mr Crooker after remaining in this horrible situation half an hour, was dug out from the ruins, terribly hurt and mutilated. Mr Mills was also taken out much hurt. At 9 o'clock, when we left the dreadful scene, Mr Underhill and Mr Ward remained buried, without any prospect of being taken out alive.

## COLONIAL.

NOVASCOTIA.

**HALIFAX TIMES.** The public are not probably aware, that at the Engineer's quarry, North West Arm, they have an opportunity of seeing what all have heard of, but which as regards application is new in this part of the Province—A RAIL ROAD. Six hundred feet of wooden rail, shod with iron, are laid on an inclined plane of one inch to a foot. Three tons of stone loaded on one waggon, descend to the wharf with the greatest ease, taking up by its movement, which regulates the speed. It is gratifying to observe the march of science, even though on a small scale, and great credit is due to scientific gentlemen who forward in this manner the