

signs are beckoning to the hearer. On earth, signs of change in night or day, in opening bud and falling leaf, in youth's glory and age's decline, in life's vicissitudes and death's certainty. And Signs in heaven pure spirits and homes of the blessed, changeless beauty and holiness forever. Do not these signs urge thee? Do not these draw thee? When the signs of time shall be with us no more, be our souls the seat of a calm assurance that they have glided over a life well spent below, prepared for that rest above, where the symbol shall fade in the glory of the truth it imaged, and the sign shall be lost in the reality and bliss of possession!

UNITED STATES.

Latest from Washington.—North Eastern Boundary Negotiation.—The Commissioners appointed on the part of Massachusetts, Maine and New Brunswick, to settle the north Eastern Boundary, are now at Washington. Our information, derived from an authentic source, lead us to the belief that not only the vexatious question, but all the points of difficulty between Great Britain and the United States will be satisfactorily arranged and disposed of. Lord Ashburton's instructions are believed to be of the most liberal character, and he will be ready to stretch a point rather than permit the good understanding of the two governments, to be longer endangered by differences that can be better settled now than at any subsequent period.

The Northeastern Boundary is really the only serious point between us and Great Britain.

The great obstacle in the way of settling the Northeastern Boundary has been the obstinacy and inaction of Maine. The appointment of Commissioners is the first important step she has ever taken towards a settlement. It is in accordance with the wishes of the people of the whole State, and it is hardly to be conceived that either one or all of them will insist upon unreasonable terms, and thus risk the responsibility of thwarting a settlement. As to the commissioners from New Brunswick, they will no doubt be governed in a great measure by the wishes of the British Government, as expressed by Lord Ashburton; and as he is so anxious to bring the thing to a favorable issue, there seems to be good reason to hope that everything will be happily consummated.—*N. Y. Herald.*

We understand that the usual preliminaries have been gone through with, and that the commissioners are now awaiting a proposition from the British Minister.

Rhode Island.—Providence, June 24.—We are informed that three Artillery companies from Newport, Bristol and Warren, are ordered to Providence this afternoon, and that a steamboat has been sent for them.

The Marine Artillery and sea Fencibles are ordered out for twenty four hours' services.

There will certainly be a movement made by the Suffrage party headed by Dorr, to take possession of Rhode Island in a very few days. There is every indication of it in our advices from that section. Munitions of war are stolen every night, and companies are forming in all the principal towns.

The General Assembly has authorized the Governor to declare martial law throughout the State, whenever, in his opinion, it shall become necessary.

Emigrants.—It appears from the following extract from Galignani's Messenger, that multitudes of Germans are embarking for the United States:

"Whole villages, including the rich as well as the poor, are emigrating, says a letter from Mentz, from Germany to North America. Three

of those from Upper Hesse have, within these few months, been entirely abandoned, and several in Rhenish Prussia are preparing to follow the example. A short time ago the whole population of one of these villages passed through to Mentz on its way to America, accompanied by its pastor and its schoolmaster."

Universal Yankee Nation.

The Difficulties will be settled.—There is every reason to believe that the long pending difficulties between Great Britain and the United States, on various points of national interest are likely to be settled in the most satisfactory and amicable manner. Lord Ashburton is in full conference at Washington city, with the commissioners appointed to treat with him, on the part of the states of Maine and Massachusetts, relative to the North Eastern Boundary question. It is not definitely known what are the terms of compromise, but an agreement of some kind has been made. The territory of Maine may be divided, or all that which is held in dispute may be purchased by the British Government. Bennett's Herald hints that one part of the arrangement of this settlement of difficulties will be to allow the free navigation of the Mississippi on the part of Great British, and the St. Lawrence and St. Johns, on the part of the United States. We very much doubt whether Uncle Sam will consent to have the Father of Waters navigated by any other than his own craft. The navigation of the Mississippi and Missouri is all that the Hudson Bay Company wants to render its monopoly of the fur trade complete.

More of the great Earthquake.—Letters from St. Jago, in the Island of St. Domingo, confirm the sad news of the overturning of all the houses built with masonry, and of all the public edifices. About two hundred persons have perished. The earthquake was perceived at the same time as at Cape Haytien. New shocks, very strong, having continued through the night and the following days. The rest of the population removed a half a league from the city. At the first moment of this strong convulsion of the earth, the river Yaque was seen to go up towards its source, and to divide it in two parts, leaving a dry passage in its bed—then, to descend with astonishing impetuosity.

The excesses committed here by the prisoners who escaped in consequence of the fall of the prisons, are deplorable,—also, by some country people, and by some from the city, who thought they had a right to pillage. But it appears that the authorities have not fulfilled their duty in endeavoring to prevent this disorder. St. Jago is described as a very flourishing city, that had just begun to acquire the prosperity due to industry.

Escape of a Canadian 'Sympathizer' from British Captivity.—A New York paper announces the arrival in that city of James Gammett, one of the 'sympathizers,' who were taken in Canada, and condemned to death, but had their sentence commuted to transportation. The account says:

Gammett and eleven others were sent out from England, in the ship Canton, to Hobart's Town, on the 22d of September, 1839, and reached there in January 16th, 1840. They were all sent one hundred miles into the interior to work on the great road leading across the Island from Hobart Town to Launceston.

Here they worked in irons for two years. After that Lord John Russell

sent out orders to mitigate their condition. They then received each a 'ticket of leave,' and were allowed to work at their respective trades, on their own account, but still to be kept to the interior, and never allowed to go to any seaport on the Island.

Gammett, however, was allowed a pass by the magistrate of the district to go to Hobart Town, to get a model for a stump machine; and by the assistance of some American soldiers at Hobart Town, made his escape on board an American whale ship, and reached this city in fine health and spirits last Wednesday—being the first of American prisoners who has made his escape from Van Dieman's Land.

The Steamer Great Western left New York on the 16th instant, with 94 passengers for England.

A large amount has been raised in New York by Subscription, and the sum of \$5,500 was remitted by the British Queen, for the relief of the inhabitants of Hamburg, and a farther remittance of \$2,000 for the same object was made by the Great Western.

The Indians continue their depredations and murders in Florida, and issue from, and return to, their hummocks without molestation. The inhabitants complain heavily of the withdrawal of the United States troops, by which the frontier is thus left exposed to the incursions of their merciless enemy.

Boston, June 18.

Promotions in the Navy.—Some time ago the President of the United States sent a message to the Senate, nominating thirty seven Commanders in the Navy for promotions to the post Captaincy, thirty seven Lieutenants to the rank of Commanders, and forty Midshipmen to that of Lieutenants. The message was referred, in due course, and two reports from the committee, a majority and a minority report, have made their appearance in the Washington papers. The first is in concurrence with, the latter adverse to, the recommendation of the President.

The force in commission, should the President's suggestion be carried out, would comprise 7 ships of the line, 16 frigates, 23 sloops and brigs and 8 steamers. Even this force is small compared to that of England, which has in commission 256 vessels of war; although her mercantile tonnage is not much greater than ours. The tonnage of the United Kingdom on the 1st of January last, counting all merchant vessels above 50 tons, was 2,668,732 tons. The American tonnage on the 30th September last, counting all above 20 tons burthen, was 2,180,764. Excess of British tonnage over American, only 487,968. The British tonnage is 115,029 tons less than it was in 1831! The American tonnage, on the other hand, has increased about 400,000 tons.

The President's recommendation in regard to promotion, is, that hereafter there shall 104 Captains, now 67; Commanders 96, as at present; 323 Lieutenants, now 220; 63 passed Midshipmen, now 103; Midshipmen 450, as at present. The majority of the committee calculate that these various promotions would not increase the expence of the Navy more than £72,000, a sum which they deem of little importance compared with the advantage which would result from it.

New York American.

Army of Emigrants.—Yesterday our streets were filled with emigrants, along the lanes—tradesmen of all descriptions among them 30 barbers, and 35 painters, and over 200 carpen-

ters and masons—1399 steerage, besides 250 cabin passengers, landed yesterday from two ports! The arrivals this week will probably exceed 5000. Our city is full of laborers and workmen. On the Battery, this morning we counted 500 persons, most of whom were out of employment. We again advise all that can, to go into the country, on the west side of the Hudson, from 30 to 100 miles from the river. There is abundance of fine land to be had cheap, and no fever and ague, or intermit-tents.

Better Times in New Orleans.

An arrangement recently entered into between the Banks at New Orleans is stated in a paper of that city of the 15th ult to have had a most happy effect in strengthening confidence, and caused a great improvement in the money market. A similar result, we have no doubt, would follow the adoption of a similar measure among the Banks of this Province: a trial is loudly called for.

SHIP NEWS.

PORT OF MIRAMICHI.

ENTERED, June 21—brig *Caron*, Brown, Southampton, 41 days—Gilmour Rankin & Co. Schr *Argus*, Gerrior, Halifax, 8 days—John Bagnal.
22nd—brig, *Seal Hunter*, Carew, Newfoundland, 7 days—Gilmour Rankin & Co.
24th—barque *Jane Lowden*, Cockerine, London, 34 days—do *Lord Byron*, Dunlop, Port Glasgow, 33 days—do.
27th—brig *Aristides*, Hatchings, Newfoundland, 8 days—Master.
CLEARED—June 20—*Neptune*, Wallace, Blythe. 21—brig *Erin*, Evans, Waterford; schr *Providence*, McKay, P E Island; schr *Argus*, Garrior, Halifax. 27—British *Queen*, Tilley, Belfast; schr *Two Brothers*, Fogue, Pictou—schr *Henry Carman*, McKay, P E Island. 28—schr *Abeona*, Anderson, P E Island—ship *Thomas Galston*, Bulla, Belfast—*Defiance Currie*, Halifax. 29—brig *Mersey Northway*, Teignmouth—schr *Fame*, Thomson, P E Island—*Seal Hunter*, Carew, St. John's, N.F. July 2—schr *Nimble*, Carruthers, F E Island—schr *Elizabeth*, McGoogan, do—brig *John & Richard*, Clark, Sunderland; schr *Duck*, McCarthy, P E Island. 4—Lord *Malgrave*, cordingley, Hull.

PORT OF RICHIBUCTO.

Arrived, June 20—schr *Uniacke*, Landry, Halifax. 22nd—schrs *Virgin Lass*, Doyle, St. John's N.F. *Royal Minor*, Sampson, Arichat. 23rd—schr *Harriett*, Des Roche, Halifax; barque *Peel's One*, Lickie, Liverpool. 27th—schr *Lady Burton*, Richard, Quebec. July 3—ship *Hannibal*, Graham, New York, W. McLeod—13 days.
Cleared, June 21—brig *Atlas*, Donald, Sunderland. brig, *Francis*, McMorris, St. John's N.F. 22nd—schr *Active*, Wilson, Halifax. 24th—schr *Harriet*, Des Roche, do. 25th—barque *Ockbrook*, Finch, London; *Lady Constable*, Lawson, Liverpool. 27th—brig *Cadmas*, Farmer, Sunderland.
June 27—schr *Relief*, Powell, P E Island. 28—*Uniacke*, Landry, St. John's N.F.; schr *Lady Burton*, Richard, Quebec; *Gamel*, Cahill, St. John's N.F.; *Royal Minor*, do.

PORT OF DALHOUSIE.

Arrived, June 20—brig *Ophelia* White, Wright, Hamburg, 52 days—P & D Stewart, ship *Superb*, Hamilton, New York, 12 days—Wm Hamilton. 21st—schr *Squaw*, Landry, Halifax, 6 days—do. 25th—brig *Allice*, Heath, Newfoundland, 10 days—A Ritchie & Co.
Sailed June 21—barque *Regalia*, Kerr, Leith. Hillsborough, Lamb, Lancaster. 22nd—barque *Caroline*, Marsh, Aberdeen. 23rd—brig *Thames*, Bell, Leith; schr *Sally*, Gillis, Halifax. 24th—brig *Jessie Miller*, Crowder, Liverpool. barque *Northumberland*, McKinlay, Leith. *Saint John*, Davidson, Leith. brig *Traveller*, Lyle, do.

At HALIFAX, June 20—schr *Alert*, McIntosh, Miramichi. 24th—*Gaspé Packet*, Bonlotte, Buctouche. 26th—schr *Des Barres*, Taylor, Richibucto. 27th—schr *Elizabeth*, Harding, Miramichi. *Eliza Ann*, Shelna, do. *Carlew*, Eisan, Bay Chaleur. 28th—schrs *Miscow*, Coulson, Miramichi; *Swift*, Causson, do.

Sailed, on the 25th ult. schr *Mary*, Miramichi; 29th, *Isabella*, do.

PORT OF COCAGNE.

ARRIVED.—June 21—Schr *Shannon*, King, Arichat. 26—schr *Matilde*, Forshare, do. 30—schr *Harriet*, Desroches, do; schr *Happy Return*, Forest, do.

Cleared at New York, 24th ult. brig *Elizabeth*, Col hard, for Shediac.