

Mexican News.

Boston, Nov. 18.

Very late from Mexico.—We have received papers from Vera Cruz as late as the 23d of October.

In no paper do we find any token of submission on the part of the Mexicans in their conflict with this country. Every paragraph breathes threats of vengeance.

The news of Santa Ana's arrival at San Luis Potosi, which we gave the other day, was at least premature. He did not reach there till the 8th of October.

We annex his letter announcing his arrival:

Liberating Army of the Republic,

Headquarters, San Luis, Oct. 10, 1846. On the evening of the 8th inst., I arrived at this capital, accompanied by my staff, and established therein the Headquarters of the Army of Operations, destined to repel the unjust invasion made upon the Republic by the Army of the U. States of the North.

I have the pleasure of saying to your Excellency that my entrance into this State was made amidst the congratulations of a magnanimous people, who have not ceased to bestow upon me profuse marks of consideration, and the same remark will apply to the authorities and functionaries of all classes.

Oblige me by communicating these facts to his Excellency, the General charged with the supreme executive power, and accept assurances of my consideration and esteem. God and Liberty.

SANTA ANNA.

To the Secretary of War.

One of the first acts of the wily generalissimo was to supply himself with funds. This he did very effectually by seizing upon a conducta of specie, thereby getting hold of two millions of dollars. His pretext was that it was unsafe to forward this large amount of money to the sea coast in the present state of affairs. He gave also receipts for the money, and his individual bonds for its restoration.

But while Santa Ana was on his way to San Luis, he wrote back from Queretaro, on the 3d of October, as follows: 'The disaster encountered at Monterey is not so great as I first thought. Our troops have left for Saltillo and have already occupied the principal points of the Sierra. So far from the troops having become demoralized, I am assured that the great enthusiasm prevails among them. Their success has cost the enemy, according to incontestible evidence, more than fifteen hundred men.'

Our artillery was well managed, and it is said that the enemy believed it was served by French officers. * * I am now about to unfold all my character with the energy which is habitual to me, and the Americans will very soon succumb, or I shall cease to exist.' Upon copying this effusion of Santa, the *Diario* breaks forth: 'May Heaven crown with the most brilliant result the patriotism of this illustrious child of his country, whom we ardently desire to see return to the capital covered with glory.'

Before the two months' armistice expires, the Mexicans count confidently that Santa Anna will have an army around him, which will prevent any further advances of Gen. Taylor.

The Mexican papers are full of Government orders providing resources for the war.

The Mexicans had received intelligence that the American Government was about to send vessels of a larger class against Vera Cruz. This led to an immediate call upon the troops in the interior to move to the defence of the city and fortress.

The New Orleans *Jeffersonian*, from a conversation with a gentleman from Monterey, learns that General Taylor could not move from his present quarters unless accompanied by 20,000 men.

Colonial News.

New Brunswick.

St. John New Brunswicker, Nov. 24.

The Weather has suddenly changed. Rain commenced falling on Monday morning, which continued without intermission until between 6 and 7 in the evening, when it turned to snow and the ground is now entirely covered with its winter mantle. Up to the time we are writing (Monday evening, 8 o'clock,) the snow storm still continues.

Capture of a Mexican Brig of War.—The American sloop of war Warren, captured on the 9th Sept., in the Pacific, the Mexican armed brig Malek Adhel.

St. John Courier, November 28.

Destructive Gale.—During Wednesday night and Thursday morning our City was visited by a most furious gale of wind accompanied at intervals by rain and snow. On Wednesday evening snow began to fall, with a light breeze from the North East, but during the night the wind veered round to the South West, and, until ten o'clock on Thursday morning, continued to blow with more violence than has been known here for many years—not excepting even the dreadful gale on the 31st December, 1819, when the brig Mary and her crew were lost on Partridge Island.

We extract the annexed account of the damage sustained, from the Chronicle of yesterday, with some slight additions.

Several vessels in the harbor were much damaged; the ships *Grampian* and *Liverpool* were driven from their fastenings at the Custom House Wharf, into other ships lying at Paddock's wharf, but a raft of timber intervening prevented any serious damage to them: the new ship *Commerce* was also driven from her fastenings, but escaped damage from a like cause; but the fine new ship *Howard* lately built for Mr. William Howard, merchant, of this city, and lying in the stream ready for sea, did not so well survive the effects of the elements; she was driven about six o'clock in the morning on the ledge of rocks off Rankin's Wharf, where, as the tide receded she fell over on her broadside, then righted again, and came off with the flood tide; being an excellent vessel she is supposed not to be much injured. In consequence of the neap tides, she has not yet been placed in a position to ascertain the extent of damage, which, however, does not appear to be very great. A fishing schooner belonging to Mr. Kinney was sunk off the end of the north Market Wharf, and many others more or less injured by being driven in contact.

In the city, a number of the beautiful trees in the front of the residence of His Honor Chief Justice Chipman were torn up by the roots, and fences without number were blown down; the roofs of some houses were uplifted, and in some very much exposed places the dwellings looked like complete wrecks, the glass in the windows being shivered like so much paper; a great many chimney tops were blown down—one chimney fell through the roof of a house in Prince William Street, and we are informed, came within a few inches of a bed where persons were sleeping. Scarcely any of our fine brick stores but what have the slates and leading, more or less torn off, and the store windows were shut nearly all day yesterday, to preserve them from being demolished by flying slates or the violence of the wind. The Flag staff on Partridge Island is blown over and a great deal of timber in the harbour and above the Falls was blown adrift.

The Gale was doubtless felt very severely in the Bay, and the vessels on the coast must have suffered dreadfully. A letter received this morning from St. Martins, gave the particulars of one disaster, and we fear we shall soon hear of others.

The schr. Scotia, Capt. Elias Bulyea owned by Mr. George Marr, of St. Martins, left St. John for that place on Sunday afternoon last, with supplies for the Quaco Shipbuilding Establishment and the Saw Mills at Little Salmon River (a few miles further up.) She arrived safe at Quaco, delivered part of her cargo, and anchored in the bay with about £150 worth of Goods and Provisions on board waiting an opportunity to start for Little Salmon River.

About 11 o'clock on Wednesday night the wind commenced blowing most violently, and before morning the schooner filled with water. About 11 A. M. on Thursday, a lad named Thomas Mc Dade or McWade, a passenger from St. Stevens, who was nearly, or perhaps quite dead at the time, was washed overboard. During the day the greatest anxiety prevailed to rescue the remaining sufferers, consisting of Capt. Bulyea, and Samuel Bulyea, and the Captain's mother-in-law, Mrs. Wright, a woman of about 70 years of age belonging to Nova Scotia. About one o'clock an attempt was made with a large boat, but she filled and was with difficulty got to shore.

In three hours afterwards another attempt was made, and proved successful. The sufferers were almost exhausted when brought to land. The whole of the cargo, which belonged to Capt. Marr, is considered to be totally lost. The schooner was still at anchor, and an attempt would be made yesterday to get her in. The sea was the heaviest that has been witnessed in that part of the Bay for many years.

Novascotia.

Halifax Sun, November 25.

American.—The cheap postage system will certainly succeed. It is said now that the amount of deficiency which the Postmaster General will require from the Treasury will be but \$500,000. Next year the Department will pay its own expenses, and in two years will yield a revenue of three millions annually. Glad to see this.

Mr. Irvin, consignee of the Great Britain steamer, contradicts, in the most positive terms, the story that the commander of that steamer was intoxicated when the disaster occurred.

The amount of specie in the New York City Banks, on the 1st inst., was \$7,759,000—showing a decrease, since the previous quarter, of \$645,000.

The Weather.—The Weather for the past few days has been very unpleasant, the winds high and raw. Much rain has fallen, and occasional spitting of snow has given us a foretaste of winter. A warm cloak out of doors, and a good fire in-doors are required for comfortsake.

Halifax Morning Post, November 27.

The Late Storm.—A terrible storm of rain and wind, passed over our city on Wednesday night, but we are happy to say that not a great deal of damage has been done by it. One Schooner was driven ashore near the Dock-yard, and another very much injured at one of the wharfs. Fences were blown down, trees uprooted, and a number of skylights carried from the tops of houses. The storm abated about four o'clock yesterday morning and the weather since has been fine but very cold.

Buffalo, Nov. 22.—Gale on the Lake.—The steamer Helen Strong, reported ashore at Barcelona, is a total wreck—two lives lost. Sixteen bodies have been found drowned near Barcelona. Several vessels were fallen in with on the Lake bottom upwards. A schooner was beached opposite Quincy, and four lives lost. The steamers Indian Queen, New Orleans, and Madison are all wrecked. Great fears were entertained for the safety of others.

New York Sun, November 21.

Late from Santa Fe.—Capt. Murphey left Santa Fe on the 9th ult. and arrived at St. Louis on the 8th Nov. He confirms the account that Gen. Kearney left Santa Fe for California. Capt. Hudson is ordered to follow. Also Lt. Col Cook with the Mormon Brigade. The last of Col. Pierce's command had arrived, also the Mormon Brigade.—Captain Murphey met Capt. Thompson at Willow Bar; all his animals but four being lost. The Pawnee Indians had become very troublesome. They killed nineteen discharged teamsters on the Arkansas. They also fired on a Government train, killed one man and wounded the wagon master at Pawnee Fork. The trains on the route are in bad condition from the lack of pasturage.

ST JOHN.—A man by the name of Charles Redburn, was found guilty of the murder of Patrick Carling, on the 11th ult. on board the barque Jane Hammond, lying in the harbour, but was recommended to mercy, on the ground of his former good conduct. The Hon Judge Street passed the awful sentence of death on the culprit, and his execution is fixed for Tuesday, the 29th instant.

The Race between the stud Horses Retriever and Livington, owned by Messrs Gilbert and McMonagle, for £100, came off on Friday last. The race was warmly contested and won by Retriever.

TO CORRESPONDENTS.—We decline publishing the Communication of "A Colonist." The agitation of the subject on which he treats cannot have any good effect in a community where the evil he complains of does not exist. This is the case in Miramichi, and we sincerely hope that no occasion may arise which will induce any body of men to organize for the purpose of protecting themselves from the attacks of their fellow men.

☞ We are sadly in want of that necessary commodity at this season of the year—FIRE WOOD. Will some of our subscribers who supply us yearly with this article, drop us a few loads. In this matter we must confess we have not been fairly dealt with. Last season we were very sparingly supplied, and no sooner was the hauling season over than we were compelled to purchase, while not half of our subscribers had furnished us with the quantities due us. We shall have no objection to continue our previous agreement with the parties alluded to—but it must be with this proviso—that if they fail in supplying us to the amount agreed on, during the winter, we shall

demand CASH for the balance. This notice we trust will suffice, and induce them to remember their engagements at the proper season.

Marriages.

On Tuesday, 24th November, by the Rev. Wm. Henderson, A. M., Mr PATRICK WATT, Merchant, Newcastle, to Miss AGNES MITCHELL, of the same place.

Deaths.

At Chatham, on Wednesday morning last, Mrs JANE, wife of Mr John Petrie, aged 43 years; leaving a husband and a large family of ten children, to mourn the loss of an affectionate wife and kind parent.

Shipping Intelligence.

PORT OF MIRAMICHI.

The schr Elizabeth, Harding, from Halifax, and the Miscou, Cogson, from Quebec, arrived yesterday afternoon. The latter in four days and a half.

The barques Pons Eli, Douglas, and Alexander, being the last square-rigged vessels in port, sailed during the past week.

The barque Ellergill, Hill, master, outward bound, drove ashore on Bay du Vin Island, near the entrance of the river, during the late severe weather, and in all probability will become a total wreck.

The barque Recovery, bound for Miramichi from a port in Britain, went ashore on the West Cape of P. E. Island, and became a total wreck. The hull, materials, and stores, have been sold for the benefit of all concerned.

The schr Ringdove, bound to Miramichi from Picton, was cast away on Cape Tormentine during the late gale. Cargo saved.

The schr Temperance, Brundage, from Halifax to P. E. Island, was cast away lately near Pogwash. Hull and materials sold.

PORT OF RICHIBUCTO.

Entered, Nov. 14.—schr Sea Flower, Doheney, P. E. Island, oats, &c., wrecked, bound for Bathurst; bark Sarah Jane, Mason, Tralee, ballast—Holderness & Chilton.

17th—brig Mariner, Jeans, Glasgow, ballast—Holderness & Chilton.

16th—brig Mary, Furness, Newfoundland, herrings—D. Warness.

23rd—brig Ann, Roach, do., ballast—Holderness & Chilton.

Cleared, Nov. 13.—barque Salus, London, deals. 14th—schr Defiance, Curry, P. E. Island, ballast. 10th—brig Colonist, Valencia, deals. 20th—brig Salisbury Harrison, London, deals. 23rd—bark Commerce, Sligo, deals.

PORT OF BATHURST.

Cleared, November 1—brig Zenith, Mason, London, timber & deals—Ferguson, Rankin & Co.

5th—brig Violet, Holmes, Belfast, timber & deals—Ferguson, Rankin & Co.

20th—new ship Sulej, Kay, Liverpool, timber & deals, by J. Cunard, and 25 boxes Manganese—by Wm. Stevens.

Sale of Bankrupt's Estate.

By Order of WILLIAM CARMAN, Junior, Esquire, Commissioner of the Estate and Effects of Bankrupts for the County of Northumberland, will be sold on SATURDAY the twelfth day of December next, at the office of the said Commissioner, at noon, all the Right and Title which Phineas Williston, William Williston, and Alexander Williston, or either of them, had on the twenty second day of November, one thousand eight hundred and forty three, of, and in a certain

Piece or Parcel of Land

Situate on the North side of Bay du Vin river, in the parish of Glenelg, next adjoining the Bay du Vin Mill property, on the upper of westerly side, and conveyed to the said Phineas Williston by the Executors of Alexander P Henderson, deceased, and containing about one hundred and twenty acres. Also—a Piece of LAND on the Town plat in Chatham, lying on the East side of Queen street, and next adjoining the property of Mr Robert Cale, known as lot number seventy six, and measuring on the front along said street one hundred and twenty and a half feet, and extending easterly one hundred and thirty five feet.

MARTIN CRANNEY,
Provisional Assignee.

Chatham, 27th November, 1846

Accordion for Sale.

A very superior London made Accordion, with BOOKS of INSTRUCTION for sale. Enquire at the Gleaner Office.
December 1, 1846.