

his subject. While there was much to harrow up the feelings in the pictures he drew of the wretchedness of a drunkard's life, and the squalid wretchedness and misery it entails on all who lean on him for support, he enlivened his discourse by relating many humorous and pertinent anecdotes, which caused considerable mirthfulness.

He intends to continue his Lectures in Chatham this evening, and to-morrow; and will endeavour to organize a Society on Total Abstinence principles; and as there is much need at the present time of such an association, we wish him success in his praiseworthy and truly benevolent enterprise.

He purposes delivering Lectures in the following places, viz., Newcastle, on Friday evening next; Douglastown on Monday, and at Bathurst on Thursday the 10th instant. Hour of commencement 8 o'clock.

#### ARRIVALS AT HEA'S HOTEL.

May 16—Samuel McCormick, Richibucto. 19th—Rev. R. Chesley, Bathurst. 20th—Wm. Ullock, Bay du Vin. 22nd—W. Stevens, Jun., Bathurst. 24th—Z. Phinney, Richibucto; Angus McDonald, Bay du Vin; John Williston, do. 25th—Arthur Ritchie, Esq., Restigouche; Andrew Dixon, Bathurst. 26th—J. H. Harding, St. John; — Smith, do. 29th—Z. Phinney, Richibucto; S. B. Hetherington, do.; Lewis F. Payson, New Jersey. U. S. 29th—Charles Wolhaupter, Bathurst; W. S. Caie, Kouchiboguan, John Stevens, St. John. 31st—Alex. McRae, Black River.

#### Deaths.

At Richibucto on the 21st day of May, of consumption, PHEBE AMELIA, youngest daughter of John Wheten, Esq., aged 10 years.

#### YESTERDAY'S MAIL.

The papers by the mail yesterday afternoon add but little of interest to our previous stock of news. We copy below a few extracts.

**PICOU.**—The brig Mayflower from Lime Rock, Ireland, is now lying at Quarantine at the entrance of the harbour. She brought 39 passengers—29 adults and 10 children. There is one case of small pox among them, and several persons are showing symptoms of the disease in its incipient state. The passengers have been taken ashore, and a building erected for them on the south beach, where they are at present in charge of the Board of Health for this port.

**MAGDALEN ISLANDS.**—A letter received in town from the Magdalen Islands, represents the people of the settlements there in a state of great destitution. Flour is said to be twenty dollars per barrel. A vessel from this port bound to the Labrador, with provisions, &c. touched in there on her passage down, and would have disposed of part of her cargo to the famishing people, but the Collector of Customs would not allow the captain to enter his vessel, and pay duties on part as he desired to do, and the consequence was that the vessel proceeded on her voyage, without being able to afford even temporary relief to the inhabitants. We learn that about 3000 seals have been taken at the Islands this spring.

**St. JOHN.**—Mortality among the Emigrants. We last week stated that thirty-four deaths had occurred on board the Aldebaran, which arrived off this port on the 16th instant, from St. John. The vessel is still at quarantine, and a number more of her passengers have died since she arrived. Seven other vessels with passengers have arrived at quarantine since our last, all of them with sickness and deaths on the passage. The brig Inconstant, from Cork, with 214 passengers—three died and ten sick; brig Thorney Close, from Donegal, with 137 passengers—eight died—17 passengers and 2 of the crew sick; barque Pallas, from Cork, with 211 passengers—2 died—31 sick; ship Sir Charles Napier, from Londonderry, with 434 passengers—2 died—6 sick; barque Amazon, from Liverpool, with 247 passengers—2 died—34 sick; brig Mary, from Cork, with 120 passengers—12 died—32 sick; brig Dealy, from Bantry, with 169 passengers—22 died—40 sick.

In addition to this frightful mortality during the voyage, a number of deaths have occurred since the arrival of the vessels at quarantine. The diseases are mostly typhus and ship fever. Carpenters are now at work making additions to the accommodations for the sick on Partridge Island, which, owing to the large numbers that have arrived during the week, are much required—there being now upwards of 2000 passengers either on board the vessels or on shore at the quarantine station.—Courier, May 29.

The British brig Mary, Captain Wyman from Cork, arrived at Boston on the 17th inst., with forty six passengers. The authorities would not suffer them to be landed, owing to their destitute condition, unless the captain gave bonds that they should not become a burthen to the city. This he was unable or

unwilling to do, and came to the conclusion that he must take them to Halifax, for which port he cleared on Saturday last. The passengers were naturally much exasperated at the turn matters were taking, and when the pilot ordered the crew to weigh anchor, the passengers took possession of the handspikes and windlass, and assaulted the captain, who called to his assistance Capt. Sturgis, of the Revenue cutter Hamilton, who went on board and after some intimidation, the brig was got under weigh, and left the harbour with a fair breeze.

The Advertiser says:—The resistance of the unfortunate passengers is not to be wondered at, when it is considered that they were not landed at the termination of the voyage, but forced to go in an entirely different direction from which they contemplated. Yet the laws must be enforced, however painful the duty may be to the officers.

Between twenty and twenty five thousand barrels of flour were brought to Boston from Albany on the railroad last week.—New Brunswick, May 29.

**IMPORTANT FROM MEXICO.**—The worst kind of a war now seems to be coming in Mexico. It seems that at a little town called Guadalupe, near Marín, an American having been murdered, his friends, to avenge his death, visited the place, and deliberately murdered 24 Mexicans. General Taylor, as yet, has been utterly unable to find out the perpetrators, and probably never will be. But, in retaliation, Canales has declared martial law on the Rio Grande, and ordered all Mexicans, under penalty of death, to take arms against the Americans, and show no quarters; and the clergy are included in the order, and called upon to take arms and to the field. Canales orders that no Americans be spared, and no regard be paid to age or sex. Of course, if Canales attempts to carry into execution these orders, they will lead to bloody retaliations, and to the extermination of the Mexicans from the parts our army occupies.

Santa Anna, we see, has also issued, from Orizaba, over one hundred commissions to as many guerilla officers, authorizing them to command small itinerant parties of fifty to two hundred men each. Some of these, it is added, have already commenced their operations on the Jalapa road.—New York Express.

**LATE FROM MEXICO.**—Intelligence from Jalapa on the 11th inst. was received at New Orleans on the 17th, by the steamer Fashion. Gen. Worth was expected to enter Puebla on the 17th—no resistance being anticipated, the Mexicans having evacuated the place. The Guerrillas do not give the American troops so much trouble as was anticipated.

An American who had been sent on a secret mission to Mexico, returned to Jalapa on the 6th. He reports two thousand soldiers in the city of Mexico.

All is anarchy and confusion in the city of Mexico. Santa Anna is stated to be at or near Orizaba, raising troops. He threatens to attack Vera Cruz and Jalapa.—Gen. Scott's movements will depend upon circumstances, after the taking of Puebla.

Letters from Tampico, received at New Orleans state that the British Minister had been requested to bring about an arrangement between the United States and Mexico.

Commodore Perry sailed for Vera Cruz on the 10th, on a private expedition, supposed for Sisal and Campeachy.

**P. E. ISLAND.**—The Barque Lady Constable, from Liverpool, arrived here on Friday last, with 419 Emigrants on board. On being visited by the Health Officer it was found that twenty-five persons had died on the passage, consequently all communication with the shore was temporarily forbidden. The Board of Health was called, but from some deficiency in their powers, it was found they could not act, consequently the matter was left with the Health Officer. The restrictions were removed yesterday, and the passengers landed; the sick being sent to the Hospital fitted up for their reception. Eight persons have died since the arrival of the Lady Constable in this Port.—Charlottetown Gazette, May 25.

**HALIFAX.**—The Admiral Coming.—By the arrival of H. M. Ship Electra, Comm. Bouvier, on Wednesday last, we learn that Vice Admiral Sir F. W. Arsten, it was expected, would leave Bermuda in the flag-ship H. M. Ship Vindictive, on the 2d of next month, for this port.

**HALIFAX.**—Temperance Lectures.—Mr. F. W. Kellogg, who has acquired much celebrity as an advocate of the temperance cause in New Brunswick, has been engaged by the Committee of the Halifax Temperance Society, to deliver a series of lectures on that important subject in this city. The first of these lectures, as will be seen by the Advertisement in another column will be delivered this evening in Mason's Hall; and we doubt not the whole course will be liberally patronised by all who are desirous (and will any venture to say he is not?) to arrest the progress of a vice which more than any other, or than all others combined, spreads misery and ruin throughout all classes of society.—Guardian, May 28.

**St. ANDREWS AND QUEBEC RAILROAD.** Letters from the gentlemen composing the deputation to England from the Saint Andrews and Quebec Railroad company, of a very cheering nature, were received in town by last mail. In the unprecedentedly short period of sixteen days the Facility bill for the St. Andrews and Woodstock railroad had passed through all the parliamentary stages and finally received the Royal Assent. To add to the pleasure which such agreeable intelligence is calculated to communicate through the

County, the reception of the deputation by the Colonial Minister, Earl Grey, was most gratifying, and although, from the extreme pressure in the money market—the numberless calls which the calamitous position of Ireland was constantly making upon the means of government—and the, perhaps prudent determination, on their part, not to open a door to applications, in which a precedent, however praiseworthy in itself, might be made to serve as an argument in favour of questionable schemes, he could promise no immediate pecuniary aid from the coffers of the government, still the undertaking had his and his and his colleagues approval and best wishes for its successful progress.—Most decided was his approval of the Wooden rail. We understand that he also stated it to be his determination that, in so far as he could exercise a jurisdiction over the construction of the Halifax and Quebec Railroad, it would be exercised to make the construction of the least expensive principle; and that it was in his opinion highly absurd to think of carrying so expensive a rail as iron through a wilderness country, where the best of woods were to be met with, which by Paynising or Kaynising could serve as good a substitute. These tidings must be gratifying to our readers. Rome was not built in a day. The British government itself, in all its pride, power and great resources, is often compelled to await the cautious calculations of the merchant princes and other money lenders before they can get the means required to carry out some of the temporary purposes. So must our railroad stockholders and their friends. In the mean time, a subscription book has been opened in London, with not, by any means, unpromising prospects, and the princely house of Messrs. Baring, Brothers & Co., are giving the undertaking their consideration.

This says much; still as the Hon. captain Owen stated at the last meeting in St. Andrews, the more stockholders we can number among ourselves in the County, the more will the world abroad be satisfied with the feasibility of the undertaking; but it is but natural, that in a scheme of such great magnitude, and one having such important bearings upon the great permanent interests of the provinces of Canada and New Brunswick they should be guided, in a great degree, in giving it their support, by the support it meets with among ourselves. Up therefore and be doing we say to every resident in the County whom we can reach, and where a share cannot be taken by the individual, let him club with others. Years hence, depend upon it, our readers will acknowledge the goodness of our advice.—Charlotte Gazette.

#### Shipping Intelligence.

##### PORT OF MIRAMICHI.

Our arrivals have not yet come to hand.

##### PORT OF DALHOUSIE, RESTIGOUCH.

Entered, May 17—schr Mary, Boudroit, New Carlisle, 2 days, ballast—A. Ritchie & Co.

19th—barque Sarah Ann, Fortune, Lancaster, 54 days, ballast—A. Ritchie & Co.

20th—schr Temperance, Sire, New Carlisle, 2 days, ballast—W. S. Smith.

21st—brig Helen Douglas, Carson, Dumfries, 45 days, ballast—A. Ritchie & Co.

22nd—brigs Advena, Bewick, Newcastle, 44 days, ballast—A. Ritchie & Co.; Bessy Dryden, Baker, do., 34 days, do—do; ship Superb, Mitchell, Glasgow, 19 days, general cargo—Wm. Hamilton and others; bark Eliza, Brown, Troon, 38 days, ballast—A. Ritchie & Co.

25th—brigs Ann, McMinn, Workington, 35 days, ballast—A. Ritchie & Co.; Jane, Tickle, Maryport, 42 days, do—do; schrs Hebe, Billingsly, New Carlisle, 3 days, do—Wm. S. Smith; Belinda, Caldwell, do., 3 days, do—do.

26th—brig Argus, Gallon, Limerick, 55 days ballast—A. Ritchie & Co.

27th—schr Victoria, Bollong, Halifax, 15 days, West India Produce—J. Samuel and others.

Cleared, May 19—schr Mary, Boudroit, Halifax; shingles, by A. Ritchie & Co.

22nd—schr Temperance, Sire, Halifax; shingles, by W. S. Smith.

26th—schrs Temperance, Hickey, New Carlisle; British Goods, by W. Cuthbert & Co.; Hebe, Billingsly, Newfoundland; shingles and staves, by W. S. Smith; Belinda, Caldwell, Halifax; do—do.

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Cleared, May 19—schr Mary, Boudroit, Halifax; shingles, by A. Ritchie & Co.

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ness & Chilton; brigantine Mary, Larkau, Newfoundland—D. Wark.

22nd—brig Wave, Goyman, France—Holderness & Chilton.

26th—schr Glory, LeBlanc, Miramichi; general cargo—Holderness & Chilton and others.

29th—brigantine Four Brothers, Munden, Newfoundland—master.

Cleared, May 7—schr Relief, P. E. Island

20th—schr Zabine, Guysborough; Cygnet, P. E. Island. 21st—schr Relief, P. E. Island

25th—schr Trusty, Halifax. 28th—schr Sea Flower, P. E. Island. 29th—schr Glory, Pic

ton.

#### SHIPWRECKS, DISASTERS, &c.

**Humanity, and probably shocking disasters.**—We learn from C. Dixon, Esq., that a large ship in distress, with her sails furled, appeared off St. Paul's Island, some three or four weeks since, and the keeper of the Island, Mr. Cambell, sent off to her assistance a boat manned by twelve persons, consisting of his son and the crew of a schooner that was wrecked on the island in the early part of last winter. Having directed the hands to give a signal when they reached the ship, Mr. Cambell waited the rest of the day for it, but ineffectually. A violent gale arose in the night, and next morning he could discern neither boat nor ship from the Island. In the course of the day, however, the gale having subsided, a schooner from Sidney, C. B. on a sealing expedition, called at the Island, and on Mr. Cambell's report of the disappearance of the ship and boat, the master of the schooner proposed to start in search, but the crew refused alleging that they had embarked in a different business and would not risk the reward a seal chase offered, for the mere shadow of a chance of rescuing the boat and ship. Being thus frustrated the master returned to Sidney, in place of pursuing the enterprise in which he was employed, and on his representation of the affair, Mr. Archibald immediately had a vessel equipped and despatched to look for the missing ship and boat. Should they be providentially spared and rescued, the crews of the boat and ship will inevitably have undergone a fearful trial of peril and fatigue, but it is to be feared their earthly trials are over.—Halifax Recorder.

**Loss of the ship Anglo Saxon.**—The packet ship Anglo Saxon, Gordon master, of 900 tons burthen, from Boston bound to Liverpool G. B., went ashore on Duck Island, near Shag harbour, during a thick fog about midnight on Saturday last and became a total wreck. Her cargo consisting of flour, corn, beef, pork, tar, lard, &c. will be mostly saved in a very damaged state. She had on board about 60 passengers, men women and children, who with the crew were all saved. She left Boston on the 5th inst.

From the Quebec Morning Chronicle.

The Pearl having made a run of 19 days from the Downs up to St. Paul, bearing S. S. W. 154 miles, when she encountered a field of ice extending across the horizon, and after being 31 days contending with the ice, and several heavy gales placing the ship in most eminent danger, cleared it. At 9 a. m. on the 7th May, at times heavy masses of ice closing and forcing round the ship, leaving her completely embedded for many days, water was invisible even from the mast heads—sheets of smooth ice upwards of half a mile in length and of great breadth, the ice appearing to extend from Cape Breton on a line to the Ramée Isles—the latter it appeared to join having sighted both places, endeavouring to force a passage—saw a number of vessels in the ice. On the 22nd April, communicated with the Sir John Falstaff over the ice, exchanged colours the same day with the Britannia, and spoke the Sophia Moffat on the 29th and the John Bull on the first May, and remained in company some days; saw the James Cambell on the 4th. Having been so long in the ice, the commanders of the ships that I communicated with, kindly and liberally offered me supplies. On the 5th, crossed over the ice to the brig Tindon, Willis commander bound to Quebec, from Poole, 29th March, 7 days in the ice, rudder broken in the neck—the dicees on her deck; a plank stove in, remained as near her as possible and sent a carpenter and assistance; the rudder was fixed and ready for lancing, the master not intending to ship it until clear of the ice, for fear of further damage, made the best of our way; she was seen next day and appeared to steer and make her way very well under her canvas. The John Bull endeavouring to get their carpenter on board, and remaining some time, but finding from his position it was impossible, made sail, seeing she had received assistance from the Pearl. The carpenter had near 4 miles to walk over the ice, in many places loose and rotten. On the 7th—worked up to an opening, and found clear water in long. 53° 24' W. lat. 47° 9' N. Newfoundland thirty miles, between which and the edge of the ice appearing clear, and to tend towards Breton, the Sophia Moffat and a light bark cleared at the same time, left working their way out; a bark and the brig Tindon about nine miles from its edge, and no doubt they would clear it in the course of the day, the wind being favourable and the ice getting loose. Sunday, the 9th—off Cape Gaspe—signalled the John Bull, and saw the Sophia Moffat, the Sir John Falstaff and six other vessels, names unknown. The same evening a fresh breeze from Westward; parted company off the S. W. point of Anticosti, with the above ships; saw nothing from the island out a brig steering westward, and the bark Syria in company with the Pearl. The Syria anchored at 4 p. m. on the 14th at Grosbe Island, and wished to be reported in England.