

the rights of the colonists to any indemnity, but accords it to their necessities. The appointment of M. Paschal Duprat, the editor of a Socialist Review, to a high diplomatic appointment at Vienna, or, at least, to Hungary, has excited the most bitter ridicule; these little incidents are all tending to undermine General Cavaignac's authority. The three parties, the Legitimists, the Red Republicans, and the Bonapartists are in a state of high excitement and hope; and as the period of the elections approaches, every effort is made to lessen the popularity of General Cavaignac, and indeed, his position is not without personal danger. It appears beyond a doubt, that some assassin fired at an officer walking in General Cavaignac's garden on Tuesday last, mistaking him for the General; the shot was supposed to be fired from a house in the Rue de Baby-lone, which overlooks the back of the garden.

Such is the present position of the Dictatorship of France: our readers will judge whether a state of things, which implies a Republican form of Government, surrounded by a despotism, can endure for any long period without some serious shock to its stability.

POSTSCRIPT.

Our latest advices from Paris are not very satisfactory. The Socialists were mustering their strength, having been very much dissatisfied with a speech made by M. Thiers. Government, it was supposed, would close the club.

It is thought the Red Republicans will carry the Paris elections. Generals Cavaignac and Lamoriciere are not on good terms; the former having in the opinion of General Lamoriciere, least too much lately to the Democratic party.

The committee on the indemnity to be allowed to the colonial slave holders have resolved that its amount shall be raised from 90 to 120 millions.

It was also resolved, that the one third of this sum shall not be liable to the claims of creditors, but shall be exclusively applied to the carrying on works in the plantations and the colonies.

The National of Savosien, of the 11th speaks of a confederation said to be concluded between the Italian powers, namely, Sardinia, Tuscany, Rome, and Naples, the latter on the condition that the Duke of Genoa do not accept the crown of Sicily, and that all the powers should offer their mediation between Sicily, and Naples, to induce the former to accept one of the sons of Ferdinand. It appears that the park of artillery belonging to Sardinia, which had been retained by the Austrians at Pescheria, is to be given up by them. Fifteen hundred cavalry had arrived at Cremona to escort it back into the Sardinian states.

The Corrier Livornese, of the 7th, contains account of the return of the deputation sent to Florence by the insurgents. Guerrazzi spoke to the people, praising their energy, and announcing that the Government had promised to forget all the acts that had taken place up to that time, also not to send troops against Leghorn, and to allow the people to choose their own local government. The dissolution and re-organisation of the national guard of Leghorn, and a general amnesty to the soldiers had also been obtained. Loud applause succeeded these announcements, and Guerrazzi, Petracchi, and Lardere, were elected. The people having expressed a desire to be revenged upon the commissary-extraordinary, Cypriani, and upon Lieutenant Capellina, Guerrazzi exhorted them not to think of revenge, but to leave their conduct to be judged by the tribunals. A decree of the Grand Duke was published, dated the 31st ult., dissolving the national guard of Leghorn, for the purpose of re-organising it immediately. The town was immediately adorned with banners, tapestry, &c. and public rejoicings ordered.

The following telegraph despatch was received at Vienna on the 8th. Albini has quitted Venice with the Sardinian fleet and the Austrian fleet has set sail from Trieste to blockade Venice.

A letter from Trieste, of Sept. 6, says:—This afternoon at 2 o'clock, the war-steamers Maria Dorocea anchored here, having on board the courier Chevalier Matyszewsky, with despatches from Field-Marshal Bismarck, and the Sardinian Rear-Admiral. This officer brings the intelligence that the Piedmontese squadron consisting of men-of-war, eleven in number, together with the troops in Venice and the general Della Marmora, forming the garrison of the forts, would according to Albini's assurance, sail early this morning, and that the Venetian ships which were previously with the squadron, had retired into the Canal.

Colonial News.

New Brunswick

Melancholy accident.—We deeply regret to record a melancholy accident which occurred on the river on Sunday afternoon, attended with a serious loss of life. Four young men left this city last Tuesday, in an open sail boat for the purpose of taking a pleasure excursion on up the St. John. They had proceeded up as far as Gagetown, and were returning home,

when about three o'clock in the afternoon of the 24th instant, the boat was struck by a small, being then near the head of Long Reach, and instantly filled and sunk. Of the four on board, only one was saved, viz. Mr. Albert Venning of the Albion House, who clung to the top of the mast, which remained above water, and was picked up by a boat from the shore. The names of these lost are Mr. Richard Maghee, a young man belonging to Dublin, and who only a few days ago arrived in this city; Mr. William Fairbanks, of Somersetshire, England, Clerk in the 'London House,' and Mr. John M. Smith, of Wiltshire England, clerk in Miss Magree's store. The bodies of the two former have been recovered.

As soon as the accident was discovered from the shore, and was despatched to the spot, but too late to save only one of the party, whose fortunate rescue may be attributed to his presence of mind in retaining his hold of the mast.

We regret to learn that another accident occurred on the river about 11 o'clock last night, near the head of Long Island, by the collision of two steamboats. The steamer New Brunswick, on her way down from Fredericton, was we understand, lying to while landing a passenger; at the same time the Rowland Hill, was going at full speed on her upward trip, and the night being dark the New Brunswick was not seen until she was run into by the Rowland Hill. The New Brunswick received a great injury forward of the paddle box, which caused her to make so much water that she was run ashore, where she now lies with about two feet and a half of water over the lower cabin floor. The Rowland Hill, a short time after the collision proceeded on her trip to Fredericton. The steamer Fredericton, Captain Mowry, also on her upward trip, stopped alongside the New Brunswick, and Captain M. very kindly took off her passengers and brought them to St. John, and then again proceeded on her trip to Fredericton this morning. Competent persons have proceeded up in the Steamer St. John to day, with the necessary materials, and it is confidently expected that the New Brunswick will soon be afloat again, and take her station on the river. The Rowland Hill last night, was on her first trip since her repairs after being injured by fire in June last.—We learn that none of the passengers or crew of the New Brunswick received any injury.—It is not yet known whether the Rowland Hill received any injury.

Canada.—The honourable Robert Baldwin Sullivan, late Secretary of the province, has been appointed one of the Judges of the Court of Queen's Bench, for Canada West, in the place of the hon. Judge Jones, deceased. The Hon James Leslie, to be secretary to the province of Canada, in the place of Mr Sullivan. William Hamilton Merritt, Esq. to be a member of the Executive Council of the Province of Canada, and to be President of the Committee of the Executive Council.

Importation of Horses.—Three fine horses for the use of the eastern section of the Province, have just been imported from England by Mr Hugh McMonagle, of Sussex Vale, King's county. They reached here on Wednesday in the Ship Thoma, from Liverpool, in excellent condition, and we are informed by their enterprising owner, that they in every way meet his expectations. The importation consists of one Cleveland bay, one hunter and a thorough breed. Eight sheep of the most approved breeds, have also been imported by Mr Monagle in the same vessel. It will be recollected that he lost a similar importation last year, by the sinking of the ship Neptune, when on her passage here; the present safe arrival will, therefore, be the more gratifying to his friends, and we trust that Mr McMonagle, will in his present enterprise, be fully remunerated for his losses, and receive the reward perseverance deserves.

Novascotia.

Halifax Nova Scotian, Sept. 27.

Important to Ship Owners.—We give below an extract from a very interesting letter, recently received from Montreal. By the passage of the Tariff last session, establishing a reciprocal Free trade between Nova Scotia and the sister Colonies, and the action of the Executive since, our fish is now admitted into Canada free of duty. This arrangement is likely to open up a new and boundless market for the product of our fisheries in the far west, and a valuable carrying trade to colonial shipping in colonial waters. The writer of the letter, from which an extract is given below, points out a new scope of enterprise for the mercantile and ship building interests of this province. That Nova Scotia, from her projecting position into the Atlantic, and her open harbours in winter, ought, and is destined to furnish the carriers by sea, for the broad British continent on the rear, has been often asserted. Here is a new trade suggested. We give it to our readers that it may enquired into, and if successful, speedily adopted.

A trade is getting up in the products of our fisheries, &c., with the Western States, through our waters, and downwards in the produce of Illinois. The navigation laws interfere with American vessels now; but I can assure you the people of Chicago are fully alive to the advantage of this commerce. Whether the navigation laws be repealed or not, it appears to me that Colonial vessels would have, with a due degree of enterprise, a share of this trade; at present they would have a monopoly. The commerce would be extensive, beyond any conception you can form from the present. Allow me to suggest to you to agitate the matter amongst your

shipping and ship building interests,—that is to say, the building of a class of vessels large enough for the voyage to England, and yet drawing a sufficiently light draught of water for our canals. An application has lately been made from Chicago to our Government, I understand, to permit the passage of such vessels so that this scheme is no drama of mine. I am convinced that a hundred vessels of from two hundred to three hundred tons might be employed now if they were ready. Fish, oil, &c. would find ready sale in the west, for the trade of the Mississippi country, and wheat, flour and Indian Corn, would freight them downwards. Every year this will be increasing, and you have the greatest facilities for ship building, why should you not be the first in the field of enterprise.

List of Letters for August

Remaining for delivery in the Post Office

- Chatham, 15th September 1845
Blair John, Kelly Mathew
Bel Thomas, care of John Higgins
Bonness James, Kelly James
Breingan Mary, Kearny Patrick
Tracadie Lewis John
Bernard William, Minard Rebecca
Castelo James, McLean James
Coulson Robert, Bay da Vin
Currell Miles, Murray Thomas
Baly Bogg, Glenselg
Castelo James, Morrison Sarah
Davidson John, Black River
Drivall Timothy, Northumberland bark
Deavis Samuel, Capt Hart
England Alex, Murray Thomas
England Robert, Glenselg
Empress Bark, Morrison James
Capt J Richardson, Rigger
Gillis William, Prompt Ship
George Straden Ship, Captain Gain
Horan John, Peck William
Hurrington Henry, Peterson Andrew
care of M. McMillan, Peter Ship, Captain
Hodgson James, Scott Daniel
Kelly Walter, Scofield

JAMES CAIE, P. M.

P. S. Persons asking for any of the above letters will please say 'Advertised'

Sheriff's Sale.

At the Court House, in Newcastle, on Friday, the 9th day of February next, between the hours of Twelve and Five o'clock P. M., will be sold at Public Auction: All the Right, Title, Interest, Property claim and Demand of James Fowler, and John Fowler, to any real estate in the County of Northumberland, to satisfy an Execution, issued out by the supreme Court, at the suit of John A. Street, and Allen A. Davidson, against the said James Fowler and John Fowler.

WM. A. BLACK, Sheriff.

Newcastle, August 8, 1845.

TO FISHERMEN.

The American Net and Twine Manufacturing Co.

Wm. Stowe, Agent, 56 Commercial Street, Boston

Asks the attention of the Fishermen of the British Colonies to their

Cotton Nets, Seines, Lines and Twines.

For upwards of twenty years, they have been used in the States, as they are more durable, lighter, haul easier, less liable to heat and rot, retain their strength longer, and cost less than hemp. Last year some 20 large Seines as an introduction, were sold in the British Colonies, and in every instance, so far as heard from, they have given entire satisfaction and some of the parties have ordered more the present season of the same kind.

Persons wanting seines or nets, can have them delivered in Saint John, N. B., or Halifax, N. S., free of expense in 30 days from receipt of order.

Isaac Noble, St. John, Benjamin Wier, Halifax, Agents. Terms—Under \$25 cash—over \$25, 4 months from date of delivery for acceptances, satisfactory to Mr Noble or Mr Wier. Orders sent to either party will be promptly attended. For information and same price, &c, application made to Boston

For Sale—Cod, Caplin, Herring and Mackerel seines, seal, herring, mackerel and salmon nets, &c, &c. Boston, June 8, 1848.

Notice to the Public.

My wife ELIZA having left my Bed and Board, all persons are hereby cautioned against harbouring or crediting her, as I will not be accountable for any debts that may be so contracted.

JOHN HOSFORD.

English Settlement, Trout Brook, Oct. 3, 1848.

On Consignment.

600 PAIRS MOCASSINS, 200 Fitch, Sable and French Nutria Fur Caps, of different styles.

For Sale at Quebec prices, by WM. J. FRASER. Chatham, September 18, 1848.

LENT.

The Subscriber lent to a particular Friend a short time ago, a case of MATHEMATICAL INSTRUMENTS; and as he is on the eve of leaving the Country, would be particularly obliged, if his friend would return the same, either to himself or Mr Shepherd J. Frost, without delay.

JOHN PETRIE.

Chatham, October 2, 1848.



Notice to the Public.

Arrangements for the Arrival and Departure of Her Majesty's Mails between Sackville and Campbelltown.

On and from the 6th October next, the Mails to and from the north will be despatched from and sent to SACKVILLE, where, in future, the junction with the main St John and Halifax line will be effected, instead of at the Bend of Petticoodiac, as heretofore. The following is a Table of the hours arranged for arriving at and leaving the several Post Offices on the route, viz.

SACKVILLE TO CAMPBELLTOWN.

SUNDAYS AND THURSDAYS.

Mails despatched from Sackville at 5, 10, p. m. (or one hour after the arrival of the Halifax Mail when late.)

Due at Dorchester at 6, 40, p. m. Despatched from Dorchester at 6, 55, p. m. Due at Shediac at 11, 25, p. m. Despatched from Shediac at 11, 40, p. m.

MONDAYS AND FRIDAYS.

Due at Richibucto at 5, 20, a. m. Despatched from Richibucto at 5, 35, a. m. Due at Chatham at 0, 15, p. m. Newcastle Mail despatched at 1, 0, p. m. (or thirty minutes after the arrival of the southern mail, when late.)

Due at Newcastle at 2, 20, p. m. Mails (for the north) despatched from Newcastle at 3, 0, p. m. Due at Chatham at 4, 20, p. m. Despatched from Chatham at 5, 0, p. m. (or one hour after the arrival of the southern mail, when late.)

TUESDAYS AND SATURDAY.

Due at Bathurst at 2, 20, a. m. Despatched from Bathurst at 2, 50, a. m. Due at Dalhousie at 11, 30, a. m. Despatched from Dalhousie at 0, 30, p. m. (or one hour after the arrival of the southern mail when late.)

Due at Campbelltown at 3, 10, p. m.

CAMPBELLTOWN TO SACKVILLE.

TUESDAYS AND FRIDAYS.

Mails despatched from Campbelltown at 9, 0, a. m. Due at Dalhousie at 11, 40, a. m. Despatched from Dalhousie at 1, 0, p. m. Due at Bathurst at 9, 40, p. m. Despatched from Bathurst at 10, 10, p. m.

WEDNESDAYS AND SATURDAYS.

Due at Chatham at 7, 30, a. m. Newcastle mail despatched from Chatham at 8, 30, a. m. Due at Newcastle at 9, 50, a. m. Mails (for the south) despatched from Newcastle at 11, 0, a. m. Due at Chatham at 0, 20, p. m. Despatched from Chatham at 1, 0, p. m. Due at Richibucto at 7, 40, p. m. Despatched from Richibucto at 7, 55, p. m.

SUNDAYS AND THURSDAYS.

Due at Shediac at 1, 35, a. m. Despatched from Shediac at 1, 50, a. m. Due at Dorchester at 6, 20, a. m. Despatched from Dorchester at 6, 35, a. m. Due at Sackville at 8, 15, a. m.

W. W. BARNARD.

Post Office Surveyor.

Chatham, 22nd September, 1848.

WOOL, WOOL!

Grateful for past favours the Subscriber begs to inform the public that his

Carding Machine

is fitted up for the season, and that he has appointed Mr. S. B. Hetherington his agent in Richibucto to receive wool, with whom it can be left, and the subscriber will attend once every week to receive from and return it there. Owing to the pressure of the times, he will card unmixed wool for 2s per pound, and mixed wool will be put twice through the breaker, and carded for 2s per lb, money payment.—Trade payments will be taken at 2d. Should the wool brought be properly picked and greased, &c., the subscriber trusts by punctuality and attention to obtain a liberal share of public custom.

Should any of his friends require Barley manufactured for the Pot, the Subscriber has a Barley mill erected on a first rate principle on his premises in Shockpish.

JAMES JOHNSON.

Shockpish, June 5, 1848.