

fare, I fear that party spirit and commercial distress may run to such a length, as to complete their ruin and final separation, the free navigation of the Saint Lawrence notwithstanding. This may appear strong language, but I believe such will be the case.

UNITED STATES.—Late papers inform us that the Cholera was rapidly spreading throughout the Union. General Worth had fallen a victim to it in Texas. The following is the latest intelligence on this subject:—

St. Louis, May 24.—Two hundred and thirty one cases of Cholera occurred during the week ending yesterday noon.

CINCINNATI, May 23d.—The Board of Health reports seventeen cases and eight deaths from Cholera for the twenty four hours ending noon yesterday, and four deaths and four cases ending noon to day. The disease is increasing.

A despatch from Louisville states that the Cholera was making sad havoc among the Mormons at Council Bluffs.

The Cholera prevailed to an alarming extent. Over one hundred deaths had occurred at San Antonio.

New York.—Report of the Sanitary Committee, May 23.—Dr Geer, the resident physician, reports that no new cases and no deaths have occurred since his report of yesterday. He would add that the cases which have hitherto occurred, are entirely sporadic in their character, and the disease has not yet assumed an epidemic form.

May 24.—There has been one death in this city to-day, by cholera.

It appears that the destructive fire which recently occurred at St. Louis, was the work of an incendiary. The number of houses destroyed was 418, and 25 steamboats. The total loss is estimated at from four to five millions of dollars. The Philadelphia Gazette adds the following particulars:—

The dreadful effects of the disastrous conflagration of Friday night are now beginning to be fully realised. Hundreds are reduced from opulence to beggary. Those of our citizens whose dwellings escaped the ravages of the flames, have provided with a liberal hand for their suffering neighbors; but still many are unable to find comfortable shelter for their families. The suffering among the poorer classes is heart-rending. Families are divided and scattered all over the city. It is impossible to tell how many lives were lost—but it is supposed that at least twenty persons perished in the flames.

When the fire was discovered on board the White Cloud, it spread with such rapidity that it was impossible to check it, and the Edward Bates lying alongside was soon in flames. The moomings of both boats were immediately cut, and an attempt made to get them out into the river. But the heat was so intense that it was found impossible to manage them, and they swung round among the other boats, setting them on fire. The boats were all so jammed together that they could not be got out in time to save them from the flames. The fire communicated to the piles of merchandise along the levee, and from thence to the stores and ware houses fronting on the levee. Every possible human effort was made to stay the flames. Houses were blown up and torn down, and after hours of unceasing toil the fire was confined to its boundaries.

COUNTY CARLETON.—The meeting in this County with reference to the Canadian Indemnity Bill, which we noticed last week, took place at the time and place appointed. W. Cleary, Esq. occupied the chair. The Sentinel gives the particulars, and says that it was a numerously attended and highly respectable meeting, and that the greatest order and unanimity prevailed. The following Address to Her Majesty was unanimously adopted:

To the Queen's Most Excellent Majesty, The Humble Petition of Her Majesty's loving subjects of Carleton County, in the Province of New Brunswick:

May it please your Majesty— We, the subscribers, most humbly beg leave to approach Your Majesty with feelings of dutiful affection for Your Majesty's person, and with hearts sincerely devoted to the honor and well-being of the British Crown.

Having learned of the events which have lately agitated your Majesty's Province of Canada, we deeply deplore them, and deprecating, as we do, in unmeasured terms, the insults offered to your Majesty's Representative, the Earl of Elgin and Kincardine—the disturbance of order, and the loss of property which signalled the outbreak, we cannot but feel that the British portion of the inhabitants were goaded to the outrage by the unparalleled steps of the Canadian Government.

On the recommendation of His Excellency the Governor General, a bill was presented to the Canadian House of Assembly, to indemnify persons who had sustained losses by the Rebellion in the years 1837 and 1838, and there

being a class of traitors, notoriously implicated in that rebellion, who might receive remuneration under the bill, if not distinctly excepted, the majority of the Canadian House refused to exclude them, this Bill, so extraordinary in its instance, and baneful in its principle, passed both Houses of the Canadian Parliament, and was unconstitutionally assented to, notwithstanding very numerous Petitions of your Majesty's loyal subjects, from various parts of Canada to the contrary.

When your Petitioners contemplate the peculiar position of your Majesty's North American possessions, and the manifest utility of inculcating a faithful allegiance to the British Crown, when we reflect upon the faithless—the unprovoked and the treasonable course pursued by the disaffected of Canada, in wantonly attacking Your Majesty's Crown and Government, and the opposite conduct of the noble hearted Loyalists, who fought and suffered and died in repressing them, we cannot restrain our indignation at the idea of rewarding the former for their perfidy, and taxing the latter to pay for it, and most respectfully submit that were such a measure countenanced, it would be death to the enduring loyalty essential to British rule, and by which your Majesty's Colonial subjects have been so honorably distinguished.

We, therefore, most humbly pray that your Majesty will be graciously pleased to disallow the Bill.

THE POST OFFICE.—The people of Canada are finding great fault with the British Government for the recent alteration in the route of the British Canadian mails, as much delay has occurred in the transmission of the letters and papers. The following article on the subject is copied from the Quebec Chronicle of the 28th ult.:

It is much to be regretted that the route of the mail from England has been changed; for not only is a much larger annual charge incurred by the British and paid to a foreign government—when the same sum disbursed in the Provinces would be of incalculable advantage to the whole line of route—but week by week, experience proves that no advantage is in reality gained in point of dispatch. For instance, the steamer Canada arrived at Halifax on Monday the 4th, and her letters reached this on the 20th, whereas had the express come by land, the mail would have been received on the 18th in Quebec, and 19th in Montreal. The following answer to the energetic appeal of the late Council of the Board of Trade, has just been received.

Government House, Montreal, 21st May, 1849.

Sir—I am commanded by the Governor-General to state, for the information of the Quebec Board of Trade, that their Petition to the Queen, praying that the English mails for British North America, may continue to be landed at Halifax by the Royal Mail Steam-Packets has been laid before Her Majesty, by the Secretary of State, and that Her Majesty was pleased to receive it very graciously; but as Her Majesty's Government has already effected arrangements for the English mails to and from Canada through the United States, it was not in Earl Grey's power to advise the Queen to accede to the prayer of the Petition.

The Secretary of State in the first instance referred the subject for the consideration of the Post Master General, and a copy of his Lordship's reply is herewith enclosed for the information of the Board of Trade.

I have the honor to be, Sir, your obedient servant, T. E. CAMPBELL, Major.

General Post Office, 14th April, 1849.

Sir—I have the honor to acknowledge the receipt of your letter of the 14th inst., transmitting for the consideration of the Post Master General, the Copy of a Despatch from the Governor General of Canada, enclosing a Petition to the Queen, praying that the English Mails for British North America, may continue to be landed at Halifax by the Royal Mail Steam Packets.

I am directed by the Post Master General, to acquaint you for the information of Earl Grey, that he has already made arrangements for transmitting the English Mails to and from Canada through the United States; and his Lordship hopes, by that means, not only to convey the Mails, letters and newspapers, by one Despatch instead of by two separate expresses, as at present, but also to effect such conveyance in less time than is now occupied. I have, &c.

H. Merivale, Esq.

This may be a very courteous reply, but it is a very unsatisfactory one. The committee of the Board of Trade would have been more enlightened if the Post Office authorities had informed them why the change was made, instead of notifying them of a circumstance they were before aware of, that they had made such alteration.

CANADIAN TARIFF.—A week or two ago we informed our readers that the Canadian Legislature had concluded to admit Dry and Pickled Fish of all descripti-

ous, FREE OF DUTY. Private Letters received by the mail on Saturday, in answer to enquiries on the subject, report that the 'Collective Wisdom' of Canada had changed their minds on the subject; and we presume in retaliation for our Legislature's unjust and onerous duty on Flour, have decided on exacting a duty of twelve and a half per cent. on all Fish imported into that Province. This is one of the results of separate Legislation in the British North American Colonies. Five Colonies, namely, Canada, Nova Scotia, New Brunswick, P. E. Island and Newfoundland, cannot interchange their commodities either by land or water-carriage, without being subject to a vexatious and heavy taxation. No wonder the people are dissatisfied and cry out for fundamental changes in our mode of Government.

HOG REEVES ATTEND.—Complaints of the depredations of Pigs in the town and neighbourhood, are every day becoming more loud and bitter. We have often been surprised that the inhabitants have so quietly submitted to the nuisance. It is really annoying to think, that we cannot put a few trees or a little shrubbery before our doors, or lay down a green sward, but they are certain to be rooted up by these animals.

We have been requested to notify the Hog Reeves, that if they do not at once qualify and perform their duty, they will be fined.

COUNTY KENT.—Launched at Richibucto, the Schooner Charles Weldon, built by Mr Hector McLean.

Marriages.

At Douglstown, on Wednesday, 30th May, by the Rev. William Henderson, Mr GEORGE SUAIN, Ferryman, to Miss MARY ANN SMITH, both of the Parish of Newcastle.

On Thursday, 31st May, by the Rev. Wm. Stewart, Mr JOHN MILNE, of the Parish of Newcastle, to Miss JANE LOGIE, of the Parish of Alnwick.

Deaths.

At Baruchois, near Shediac, on the 2nd inst, the Very Rev. ANTHONY GANYON, V. G., in the 64th year of his age. His death is lamented by all who had the pleasure of knowing his virtues, but especially by the poor to whom he was at all times charitable and humane. He had been 40 years Priest of this and the adjoining parish.

Ship News.

PORT OF MIRAMICHI.

ENTERED, May 28.—schr Catharine, McLeod, P. E. Island, oats.

30th—schr New Messenger, Sitoman, Halifax, general cargo; Amelia Jane, Lefevre, Montreal, do; brig D. B., Boudroit, New York, A. Loudoun, do.

31st—schr Henry Carman, Campbell, P. E. Island, oats; Mary Ann, Laing, Halifax, ballast.

June 2—brig Hewson, Hewson, Newfoundland, 10 days, Ferguson, Rankin & Co.

CLEARED, May 29—schr Mary Ann, Glawson, Halifax, shingles; barques Onyx, Hogg, Dundee, timber & deals; Oxford, Baras, Port Glasgow, timber & deals; brig Retreat, Kerr, Alloa, timber.

31st—schr Mary Ann, Laing, Canso, salt; brig D. B., Boudroit, Richibucto.

June 1—brigs Mariner, Campbell, Port Glasgow, timber & deals, Horatio, Fairbairn, Carmarthen, do; schrs Catharine, McLeod, P. E. Island, general cargo; New Messenger, Sitoman, Halifax, shingles.

2nd—brig Pomona, Younger, Leith, timber; schrs St. Andre, Lachance, Pictou, boards; Amelia Jane, Lefevre, Quebec, general cargo; Henry Carman, Campbell, P. E. Island, salt.

PORT OF RICHIBUCTO.

ENTERED, May 25.—schr Maria, Mercier, Quebec, general cargo.

26th—schr Veloce, Cheunard, Quebec, general cargo; barque In rapid, Leaper, Grimsby, Holderness & Chilton.

28th—barque Elizabeth Holderness, Turner, Hull, do; brigs Walker, Coxen, London, do; Broderick, Peat, Shields, coals, do.

29th—brig Pallas, Penfold, France, R. B. Cutler.

June 2—brig Mazappa, Bambrongh, New York, L. Desbrisay.

CLEARED, May 25—Norman, How, London, sleepers and deals.

30th—George, Porter, Liverpool, deals.

31st—schr Dove, Laird, P. E. Island; Maria, Mercier, Pictou.

June 1—barque Lady Coustable, Masson, Liverpool.

The schr Veloce, from Quebec, on entering the harbor, struck on the bar, and filled with water. Cargo damaged, and sold for the benefit of all concerned. The vessel is undergoing repairs.

The Walker spoke the Endymion, Miramichi to Hull, on the 22nd May. On the 23rd spoke the Standard, of Sunderland, to the Bay Chalour, all well.

PORT OF DALHOUSIE.

ENTERED, May 25—brigs Sylvia, Hooks, Greenock, 42 days, British goods, W. Hamilton; Harmony, Anderson, Troon, coals, 45 days, do; Henry, Yeung, Ardrossan, 37 days, ballast, do; Richard Reynolds, Doeg, Liverpool, 43 days, do, do.

26th—schr Marie, Fournier, Quebec, 18 days, flour, &c., J. Sammel.

28th—brig Standard, New, Longhope, 45 days, ballast, H. & J. Montgomery.

29th—schr John Wallace, Jewers, Halifax, 10 days, general cargo, A. Ritchie & Co.; brig Advena, Cathbert, Newcastle, 38 days, coals, A. Ritchie & Co.

30th—schr Ellen, Caldwell, Quebec, 18 days, grain, &c., government grant to Canadians in Restigouche.

31st—schr Defiance, Currie, Halifax, 17 days, ballast.

CLEARED, May 25—schr Vigilant, Joncas, Quebec, ballast.

26th—schr Prince Royal, Bernier, do. do.; Sophia, Allard, do. do.; Swift, Leblanc, New Richmond, do.

27th—brig Emuna Zoller, Madge, Torquay, timber, H. & J. Montgomery.

On Thursday morning, 31st ult., a seaman named William Orr, aged 47 years, fell overboard from brig Sylvia, and before assistance could be rendered, was drowned. The body supposed to be carried away by the strong current, not having been found.

PORT OF BATHURST.

ENTERED, May 8—barque Henry Hood, McArthur, Port Glasgow, general cargo, Ferguson, Rankin & Co.

17th—schr Swift, Leblanc, Quebec, George Letson and others.

22nd—schr Mackerel, Bernier, Quebec, Ferguson, Rankin & Co.; Marie, Fournier, Quebec, sundries.

25th—schr Carleton, Barthe, Montreal, Ferguson, Rankin & Co.

29th—schr H. R. S., Salmond, Halifax, G. & A. Smith and John Woolner; Lucy, O'Brien, Halifax, Ferguson, Rankin & Co.; Nicholson, Bell, Harrington, Ferguson, Rankin & Co.; ship Mariani, Myler, Boston, Ferguson, Rankin & Co.

CLEARED, May 19—schr Swift, Quebec.

27th, schr Carleton, do. 28th, barque Henry Hood, Port Glasgow. 29th, schr Marie, Charlotte Town. 30th, schr Lucy, Halifax.

31st, schr Barbara, Manderson, P. E. Island.

June 1, brig Rainbow, Church, Newfoundland.

The ship Mariani had two cases of ship fever on board. Both men (seamen) were landed under the superintendance of the Physician, and the ship fumigated.

Quebec, May 23, old schr Thomas, Hoffman, Bathurst.

It was rumored in town, yesterday, that another passenger vessel had been lost in the Re, and that nearly the whole of her crew and passengers had perished.

Since writing the above we learn that the unfortunate vessel is the Maria, Hedigan, master, from Limerick, with 111 passengers, who together with the crew, have all been lost except eight persons, who were brought up in the Roslin Castle.

We learn that three more vessels have been lost in the ice, namely—the Torrance, Mary Elizabeth and Resolution; fortunately all the crews were saved, and have arrived in the Fingalton.

The Torrance was stove by the ice, near Anguille; the crew took to the boats, and were seven days exposed to cold and hunger, (having saved but very little provisions) before they reached St. George's Bay, Newfoundland, where they found the Fingalton, which had also suffered by the ice.

Halifax, May 25, arrd schr Temperance, Dalhousie; 26th, schr Siberia, Miramichi; 23d, old barque Regent, Miramichi.

Liverpool, May 12, old Achilles, Bathurst; British Princess, Miramichi; 11th, Wallace, do.; 16th, Leander, do.

Sunderland, May 8, old Parthian, Shippigan.

Cordage and Canvass.

—Ex ship OXFORD, from Glasgow— 120 coils CORDAGE, assorted small sizes. 51 bolts NAVY CANVASS No. 1 to 6.

On Consignment, for sale low, by WM. J. FRASER.

Chatham, 17th May, 1849.

SHERIFF'S SALE.

On MONDAY, the twenty fourth day of September next, in front of Hamill's Hotel, in Newcastle, between the hours of 12 and 5 o'clock, P. M., shall be sold at Public Auction:—

All the Right, Title, Interest, Property, Claim and Demand of JAMES MURRAY, to any Real Estate in the County of Northumberland, to satisfy an execution issued out of the Supreme Court, at the suit of John T. Willison against the said James Murray and one John Blake.

W. A. BLACK, Sheriff. Newcastle, 1st March, 1849.