

towards the sea, running ashore on the stones and on the Horn Sand. One very fine new vessel, Jane and Elizabeth, however, struck on a shoal below the stones, and turned over in a moment, drowning the carpenter and a boy of the name of Brown. Another lad overboard got on the vessel's broadside, and the South Shields life-boat put out to his assistance, but on account of the current it was two hours before they could reach him, having to make seven attempts, and in returning, it took one hundred men to pull the boat with ropes along the shore against the tide. A boy was swept out of a boat also, and drowned, and a man fell between the ships and had his brains knocked out. The steam-boat William and Mary drove out to sea, and struck against one of the vessels, the men from on board of her escaping by means of a small boat. The following is a list of the disasters:—The James and Agnes drove on the Herd side, with no one on board, fore topmast and bowsprit gone, with other damages; a French lugger, picked up on the bar, with no one on board; the Madooa, an American barque; an Austrian full-rigged ship, the Rosetta; the Integrity, a Swedish full-rigged ship; the Lioness, of Jersey, on the stones, all damaged; the Sovereign, of North Shields, and the Caroline, of Davenport, with loss of yards and foretop, sank in the harbour; the Fairy (barque) got on shore and was got off, much injured. Numerous other vessels are more or less damaged, and the injury done to shipping property will cost many thousand pounds to repair.

WEDNESDAY'S MAIL.

EUROPEAN NEWS.

The Collin's Steamer Baltic arrived at New York on Tuesday last, in twelve days from Liverpool, bringing English dates to the 29th December, four days later than those received by the America.

The Baltic encountered a severe gale in the Channel, with thick weather. She brings 49 passengers.

The steamship Andes sailed for New York on the 27th ult.

A terrific gale occurred at Liverpool on the night of the 26th. Among others more or less damaged were the ship Manilla, for New Orleans, cut to the water's edge by contact with the ship Elizabeth, for Savannah. The ship Conway, for New Orleans, had all her masts cut away. The Abba Brake, for Mobile, put back with the loss of a topmast. The Child Harold, for New Orleans, lost spars; wanted no aid.

The House of Lords met on Monday the 26th, to hear the announcement of the new Ministry, the Earl of Aberdeen, as head of the Government, in laying official papers relative to the change of the Administration, before the house, entered into a statement of the circumstances under which he accepted office, and respecting the policy which he proposed. In the course of one week he succeeded in forming a Cabinet which had met with the Queen's approval, and now stood for the judgment of the country. The foreign policy which had been pursued by Great Britain for the last thirty years, would be continued. The policy was to admit perfect freedom and independence in every country of Europe, whatever form of Government it might choose to adopt, and especially to maintain peace. At the same time the Government were disposed not to relax those measures of defence which the country might seem to require. The commercial system would be founded upon the maintenance and extension of the principles of Free Trade established by Sir Robert Peel, and to which he, Lord Aberdeen believed the present prosperity of the country was owing.

After speaking on other matters, Lord Aberdeen alluded to the fear lately expressed by the Earl of Derby, respecting the spread of Democracy, and stated that he felt no apprehension on that account. The country was never more quiet, contented, and prosperous than now—a result which he attributed altogether to free trade legislation. In conclusion, he regretted that the Earl of Derby was hostile to the new Cabinet.

The Earl of Derby replied at some length, when the adjournment to the 10th February was agreed to.

The London Times says of the new Cabinet, that there is every thing about it which betokens strength—the strength of vitality and the strength of power.

Professor Wilson, so long a contributor, and for several years editor of the Edinburgh Review, died in that city last month.

The land and sea forces in Great Britain and Ireland number 234,300 men, besides 45,678 in the colonies. There are now building thirteen screw steamers, numbering from 50 to 120 guns each, and making a total of 1167 guns.

Dates from Australia are to the 29th

September, Sydney had been declared a Free Port. The Sydney Gold Fields were productive; flour £22 per ton; gold 67s. to 68s. per ounce.

Letters received from Melbourne state that if vessels could be found to fetch away the gold, twenty millions sterling of the precious stuff could be shipped from Port Philip alone within a space of four months.

The Princess Vasa, whom rumor has so long designated as the future spouse of Louis Napoleon, has bestowed her hand upon Prince Albert of Saxony.

FRANCE.—The Emperor has issued a decree which nominates Jerome Bonaparte and his sons, lineal heirs to the throne, failing direct or adopted issue of Louis Napoleon.

It was given out that Russia, Austria, and Prussia, have forwarded to their respective representatives at Paris, credentials to the Emperor, couched in precisely the same language, as a hint that the three powers agree in their relations towards France. It is also said that Napoleon, on hearing the proceedings of the powers at Berlin, broke out into a furious tirade against the King of Prussia, whom he blamed with exciting a coalition against France.

The Senatus Consultum has been adopted by a vote of 64 to 67. According to the modifications, the Emperor will preside in the Senate.

Members of the Imperial family are to be called French princes, who become of right Senators at the age of 18, and take their seats also as members of the Council of State.

The Pope's Nuncio, Senior Garibaldi is charged to recognise Louis Napoleon as Emperor.

Insurrection is spreading in Montenegro and Albania and has a bad aspect for the Turkish Government.

The efforts of the Tuscan Government to raise a loan have failed.

INDIA.—A telegraphic despatch from Trieste in anticipation of the Mail, reports no further progress in the Burmese war. The north-west frontier of India had again revolted.

From the Halifax Sun, Jan. 14.

ARRIVAL OF THE NEW STEAMER ARABIA.—The new R. M. Steamer Arabia, Commander Harrison, arrived yesterday at half-past four o'clock, p. m., having experienced a very boisterous passage. She has freight to the amount of a thousand tons. She is, indeed a splendid vessel, and quite equals, so far as a rapid glance around might lead one to conclude, the description given of her in a recent number of The Sun.

The news is not of much importance. A summary appended embraces everything of interest.

The Arabia brings little news, owing to Christmas holidays.

New officials appointed:—Judge Advocate, Villiers; Treasury Secretary, Hayter; Solicitor General, Bethel; Vice Chancellor, Sir W. Page Wood; Admiralty Lord, Admiral Berkeley; Controller Household, Drumlanrig; Lord Advocate of Scotland, Moncrieff; Treasury Lords, Harvey, Sadleir; Ordnance Clerk, Monsell.

Queen Victoria is in an interesting situation, again.

New writs have been moved for election to the seats in Parliament, vacated by members accepting office.

On Wednesday the new Ministers took possession of their official quarters. Lord John Russel, at the Foreign office, held a diplomatic levee, at which, among other ambassadors, Mr Ingersoll (the American Representative) was present.

A paragraph in the Madras Gazette of Nov. 28 mentions that the Marquis de Lisbon, a young Portuguese nobleman serving as a midshipman in the British ship of war Hastings, was accidentally shot dead by Prince Ernest of Saxe Leiningen, also serving as a midshipman in the same ship. The young men had been hunting, and the Prince in sport snapped a gun at his friend, believing it to be unloaded.

An extract from a letter dated Lisbon, Dec. 20, says—that Mr Heald, (Lola Montez's husband,) went out in one of the vessels of the Royal Yacht Club, having in his company a beautiful young lady.—The Yacht foundered in sight of the British war steamer Inflexible which instantly manned a boat with fourteen hands, to rescue them. Not only were they unsuccessful, but all hands were drowned.

A tragical event has been made known at Lloyd's to the effect, that, on 20th Oct., a mutiny broke out among a party of Chinese on board the British barque Gertrude from Amoy to Havana, and that seventeen of the Chinese had been shot by the Captain and crew. The barque put into Singapore, when, from the investigation that was held, it appeared that what the Captain took for a mutiny was merely a row among the Chinese, but, having no interpreter on board, the Chinamen were unable to make themselves understood.

A communication is stated to have been

received by the London agents of the Burra, Burra, Australian, copper mines, stating that the attractions of the gold fields will cause the mines to be all but closed for the present.

Admiral Bruce, the British Commander on the African Coast, has decided to send an exploring expedition to Abbea Coutah and other places in the interior of the continent.

FRANCE.—The principal piece of gossip this week is that the Emperor is much annoyed at the delay by the Representatives of Russia, Austria and Prussia, to recognise him a Sovereign. Rumor says that he insists on being addressed by the crown heads of Europe as 'Brother,' and will not consent to be styled 'Napoleon' only, but 'Napoleon the third.' England is said to have accorded this civility.

The Emperor has not forgotten to partition out the Royal residences among his family. The Palais Royal, which belonged to Louis Philippe, is to be given to ex king Jerome; the Elysie, formerly inhabited by Murat, king of Naples, is to be the residence of Prince Murat his son; the Grand Duchesse Stephanie of Baden is to have apartments at the Elysee; and the Princess Mathilde will occupy the Pavilion de Marsan in the Tuileries, formerly the chamber of the Duchess of Orleans. Besides this, Prince Napoleon, Jerome's son, is to have 300,000 francs per annum, and the Princess Mathilde 200,000 francs.

The Presse says that M. Geuiller, professor of Mathematics, one of the firmest and at the same time most moderate of republicans have received orders to quit France.

BELGIUM.—The mother of Kossuth died at Brussels 28th ult. She had been seriously ill for some weeks but till the day preceding her decease hopes of her recovery were entertained by her Medical attendants. Some unpleasant rumors are afloat respecting the refusal of the Belgian Government to allow her son to come over to see her, unless he consented to be constantly accompanied during his stay in Belgium by a police officer. It is understood that the venerable lady herself urged her illustrious son not to submit to so degrading a condition.

Letters from the mining and coal districts of Belgium state that business continues brisk.

TURKEY.—The Porte is reported to have informed the Powers that it will not grant any further concessions respecting the navigation of the Bosphorus.

We have further details of the insurrection in Montenegro. On the 12th and 13th a sharp action took place near Podgorizzi, in which the Turkish cavalry at first gained an advantage. The Montenegrins have garrisoned the fortress of Szabaljakk with a force of 800 and are putting it in a state of defence.

The relations between the Sultan and Abas Pascha of Egypt continues friendly.

Operations against the insurgents in Syria are over for the winter, and the troops have gone into cantonments.

INDIA.—Papers are to hand bringing details of the news of which a Telegraphic runaway has also been sent. Dates from Rangoon are to the 10th Nov., but bring no news. Everything was as formerly, standing still, and what the army was waiting for did not all appear. The Governor General's determination as to annexation had not been made known. Gen. Goodwin is said to have been written to in such terms as will compel his resignation. The India papers speak of his removal as the most auspicious event that has occurred during the war. It is clear that so long as he is in command no military operation worthy of the name will be attempted.

An expedition was on the point of sailing for Pegu.

An encounter had taken place at a village called Henzada, where 30 or 50 of the Burmese were killed.

From India proper we learn that the disturbances in the Hazard country as not yet settled, nor are they likely to be so soon. One of the great opium dealers of Calcutta had absconded, leaving liabilities to the extent of £10,000. A forgery had been committed on the Bank of Bengal, which had cost the establishment £7,600. The first locomotive on the railroad from Bombay to Tanna took place on the 18th Novr. to the great astonishment of the natives. The road will not be formally opened till February.

Dates are from Calcutta, Nov. 24th, and Bombay, December 3rd.

NEW ZEALAND.—We have advices from Auckland, New Zealand, by way of London, to Sept. 14th. The attractions of the Victoria gold-fields were beginning to be felt in an extended degree, many of the small storekeepers and tradesmen being about to sail to Australia. There was, however, no movement of importance among the farming population. The new bill for a constitution for New Zealand was the chief subject in the paper and the clause

securing the payment of the New Zealand Company's debt out of the land fund of the northern province had met with unanimous condemnation. A journal called the Taranaki Herald had been started at New Plymouth.

NEW-BRUNSWICK.

The delay and uneasiness caused by the transmission of the Railway Bills to the Colonial Office for assent, furnish further proof of the absurdity and injustice of attaching a suspending clause to Bills of a purely Provincial character. We asked England for no money, nor did we beg of her to endorse our paper. A vast majority of both houses of our Legislature passed Bills pledging the Revenues of the Province to a small extent for the purpose of procuring the erection of works of great public importance in the country; yet, by the operation of the system of government now existing, as worked out in the Province, those Bills must be submitted to men in England who knew nothing whatever of their merit and who would decide entirely as happened to suit their own political purposes, or mayhap the peculiar notions of the Chief Clerk of the Colonial Office. Fortunately the Bills are now we believe out of danger, having been virtually, if not formerly assented to before the last mail left. The formal assent, as a matter of course was given when the Council met to discharge any routine business that was unfinished before they relinquished the Seals of Office. So far all is well, but if Mr. Jackson did not possess some parliamentary interest, and the Government were not desirous of conciliating the party to which he belonged, it is quite possible that the Bills may remain unassented to until the present, and it would be months before the new Ministry could or would venture to deal with them and the Province would have lost another year, perhaps one of the best for the undertaking of this great work that may be seen by the present generation. The whole system is wrong and must be done away. With such a man as Sir Edmund Head to work with it is perfectly intolerable.

We are glad to perceive that the Board of the Mechanics' Institute have taken the first step towards promoting contributions from this city to the New York Industrial Exhibition. This exhibition, if our mechanics and manufacturers make the proper exertions, may be rendered almost as useful to them as our own Provincial Exhibition. Now that a Treaty of Reciprocal Free Trade is about to be made, it is of much importance that our mechanics should prove their ability to meet the rivalry to which they are to be exposed, and to assume a position in the market about to be opened to them. To those engaged in ship building, and the various trades connected with this great branch of provincial industry, (block makers, &c.) it is particularly important that they embrace this opportunity of proving the great superiority in the several kinds of ship's work which they have unquestionably attained. It is beyond all question, that in this Province, ships can be built cheaper than in any of the States; it is equally certain that ships can be built here fully equal in strength, model, finish, &c., to any that can be built on this continent. Let our ship builders and mechanics prove this, and when the markets of the United States are opened to them the advantages which they will derive from having previously made these facts known, will be many and immediate. It is unnecessary to point out the great advantage to be derived from exhibiting specimens of our minerals, and other natural productions. Our Hillsborough coal, (or Asphaltum) Harvey stone, &c., &c., will of course be exhibited, and must necessarily attract much attention.

Whereas the British North American Provinces have been invited to contribute specimens of their productions to the great Industrial Exhibition, about to be held in New York; and Whereas a participation in this undertaking would be highly advantageous to New Brunswick; therefore,

Resolved, That this board do take immediate measures to promote contributions from this City;

And further Resolved, That James E. Ruel, George W. Smith, Joseph W. Lawrence, Robert Shives, George H. Lawrence and John Allan, be a Committee to carry out the foregoing Resolution.—*St. John Freeman, Jan. 15.*

SOUTH AMERICA.

A DREADFUL TRAGEDY.—A letter from Rio Janeiro published in the Boston Sunday Argus, contains the following account of an awful tragedy committed there:—"An awful tragedy occurred here last night; a father murdered his daughter, son and an Englishman. The young girl had been wronged; the father discovered her shame, swore death to the seducer, the Englishman—found him with his daughter, drove a bullet through his heart and dashed madly at his daughter with a knife. The son and bro-