

The Government has at length declared war against the United Provinces of the River of Plate, and has sent a fleet, composed of the Imperatriz and Paula, frigates, corvettes Maria du Gloria, several brigs of war, and a steam boat, to put in effectual blockade Buenos Ayres and all the ports belonging thereto.

North & South American Coffee House,  
LONDON, Dec. 30.

By the American Ship Pactolus, Capt. Beeson, arrived at Cowes, 105 days from Batavia, we learn that an insurrection has taken place among the natives and European Dutch in the eastern part of the Island, in the vicinity of Samarang. A number of Chinese have been killed; and a number of the villages burnt; the coffee and rice plantations had been destroyed by the natives; several actions have also taken place between the natives and the Government troops; with equal success; that all the male population of Europeans, at Batavia, were compelled to turn out four days in the week to do military duty. Government has supplied them with arms. It is apprehended, that unless a reinforcement of government troops should speedily arrive, the natives would get possession of the Island. Coffee and rice, high and scarce. Troops were sent down from Batavia to the western part of the Island, called Brantham bay; it is also apprehended that the insurrection will break out there. All communications by land have been cut off by the Natives between Samarang and Batavia.

London, Jan. 2.—City two o'clock. The Money Market has had a firm appearance all the morning. Money is rather abundant. Reduced is 81½. Consols opened at 82½ and advanced to 82½. 200,000 were sold at 82½. There are no reports of commercial failures. Messrs. Williams & Co. have resumed their payments under the firm of Williams, Deacon & Co. Country Banks.—Messrs. Hollick & Co. Cambridge, have announced their intention to resume payment.

Hill & Son, of Wisbeach, resume on this (2d) day.

Intelligence has been received of the arrival of Captain Franklin, with his party, in good health, at Lathabock, where they intended to pass the winter.

Three shocks of an Earthquake were felt at Strasburg, on the morning of the 24th December.

Accounts from Algiers mention that the government had not been able to defeat the Cobili, who had rebelled some time previous. A courier, despatched by the vice Consul at Bonn to the consul at Algiers, had been killed on the road and his despatches lost.

The King of Spain is said to have granted commission to several privateers, and the Columbians have sent out vessels of war to look for them.

Cadiz Dec. 8.—On the 7th, the bay exhibited a scene of the greatest disaster which has occurred since 1810. At 10 o'clock the wind blew a perfect hurricane, and during the gale, the Tea Plant, a very superior ship, belonging to New-York, with a valuable cargo from Havana, broke from her chain moorings, and went on shore at the mouth of the river San Pedro. At 5, she was still fast, with a high sea, and no lighters near. At the same time, and nearly in the same situation, an American brig went ashore; it is hoped she will be got off. One American brig run nearly into a salt pit, close to the Isla. The schooner Rehoboth, of New-York became a total wreck.

#### ATLANTIC STEAM COMPANY.

The New York Albion contains the following fact respecting the company lately formed in England, for the purpose of establishing a communication between Europe and various parts in America.

Of the amount of £600,000, to which the capital is limited, £270,000 have already been subscribed for, and ten per cent. of the same actually paid down; a sum amply sufficient to carry into effect the first part of the scheme. So much as to funds, the main spring of the operations.

Two very fine vessels have been offered to the Directors, one of 439 tons, with two engines, each of 50-horse power, by Maudslays; and another of 500 tons, built at Greenock, with two engines of 90-horse power each. With one of those, probably the latter, the first experiment will be made. The Directors, acting upon the advice of

sell of 1000 tons burthen.

The point next in importance, which the Company have under consideration, is the line on which the experiment shall be first tried.

We stated in our paper some time ago, that there would be two grand lines, besides several inferior branches; one from Valentia, the starting place, to Nova Scotia and New York; the other from Valentia to Antigua, Carthage, Jamaica, and the countries at the bottom of the Gulf of Mexico. Upon this point the question is not yet determined, but it seems probable that the Mexican will be first adopted, as assurances have been given, that the steam vessels shall have the conveyance of all the specie and bullion. The seas too, to be traversed on this route, are less tempestuous than those on the North American; besides, freight and passengers carried from the West Indies and South America are to be obtained at an almost incredible extent.

The other object which the company have under consideration, is, whether the vessels of the North American line shall touch at Cape Breton or Nova Scotia, or proceed direct from Valentia to New-York. This point, we are directly given to understand, "is contingent upon arrangements submitted to his Majesty's government." What these arrangements are we do not know; possibly overtures for conveying the mail, emigrants, etc. Should those proposals be now acceded to, the packets will then speed their way to New-York, without touching at any intermediate port.

With respect to the safety of steam vessels on the ocean, the Directors speak in the strongest terms of confidence. Capt. Skinner and Gray, of the Holyhead and Milford stations, who have been in the habit of crossing the Irish channel, (perhaps as tempestuous a sea as any in the world,) for several winters, almost without interruption, consider that for the worst weather on the ocean, a steam vessel would be preferable to one possessing sailing powers. We ourselves have heard one of the most experienced captains in steam navigation out of this port, express a similar opinion, and moreover that he had long been desirous of establishing a steam line to Liverpool. A rapidity in making passages is strongly insisted on, and it is confidently asserted that the entire journey from London to New-York, via Dublin, can be effected in twenty-one days; and the journey back in sixteen, owing to the prevalence of westerly winds upon the Atlantic.

The company, as is the case with all new undertakings of any magnitude, have met with some difficulties and much opposition from rival interests; but these we have reason to believe, are gradually yielding to the firmness and perseverance of some of the leaders of the undertaking. The great and important benefits that the success of this scheme will confer on Ireland, are fully understood and appreciated; and the friends of the measure, who are enthusiastically the friends of that fine country, look forward with delight to the period when ports of the west of Ireland shall become the busy scene of commercial industry—when the manufactures of Manchester, Birmingham, and Glasgow shall, by means of canals, be poured into them for exportation to the western worlds—when the people shall be happy, prosperous and wealthy—when the Shannon shall become a second Mersey, Valentia a second Liverpool, and Ireland a second England.

Some omission occurred when the act was before Parliament, which will be remedied by an amending clause during the ensuing session. It is not stated when the first vessel will be ready for sea, but we have reason to suppose it will be some time during the next summer. The abandonment of that part of the plan which prescribed touching at Nova Scotia will, we fear, disappoint our fellow subjects in that Colony; but it may be some satisfaction to them to know that it is the intention of the company, hereafter, to run a separate line to that Province and Quebec during the summer season. The Colonial and American navigation laws, even under the most favourable view of the new acts, will not entirely do away with the impediments that may be offered here to a circuitous voyage. The company forming in Boston to run a steam line from that port to Halifax, will, probably, in this event, not go on; but Boston, we are happy to find, is determined to establish a line

from Windsor in Nova Scotia, distant from Halifax only 45 miles. This will be of immense utility as soon as the Colonial trade shall be fully opened.

#### FREDERICTON, (N. B.)

TUESDAY, 14th March 1826.

#### Alms-House and Work-House.

COMMISSIONER FOR THE WEEK,  
G. F. STREET, Esquire.

#### SAVINGS BANK.

TRUSTEES NEXT WEEK,  
HENRY C. CLOPPER, ESQ.  
JAMES TAYLOR, ESQ.  
GEORGE MINCHIN, ESQ.  
Amount deposited Yesterday, £22 9 4½

(P. S. to the Gazette.)

#### Civil Appointments.

His Excellency the Lieutenant-Governor has been pleased to appoint HENRY P. SAYRE, Esq. to be High Sheriff of the County of Westmoreland.

HENRY E. DIBBLE, Esq. to be Sub-Collector of His Majesty's Customs in the Parish of Woodstock in the County of York.

An Act to repeal an Act intituled, "an Act to alter and in addition to an Act intituled, An Act for establishing a Tender in all Payments to be made in this Province," and declaring in what manner certain past debts may be paid.

Passed 7th March, 1826.

WHEREAS great inconveniences are felt in consequence of the increased value given to certain Foreign Coins, specified in an Act made and passed in the sixtieth year of His late Majesty's Reign intituled an Act to alter and in addition to an Act, intituled an Act for establishing a tender in all payments to be made in this Province, as compared with British Gold and Silver Coin.

I. Be it enacted by the Lieutenant Governor, Council and Assembly. That the said recited Act, made and passed in the sixtieth year of the Reign of His late Majesty King George the Third, be and the same is hereby repealed.

II. Provided always and be it further enacted, That the several Coins mentioned in the said recited Act, shall be received in payment, and they are hereby declared to be a legal Tender at the respective values set up in them in the said Act, as far as regards any Debts, Damages, Contracts or Agreements already incurred or made, or which may be incurred or made previous to the time limited for this Act going into operation; and which shall actually become due or payable, and be paid or tendered for payment within one year from the said time, so limited as aforesaid.

III. Provided also and be it further enacted, That this Act shall not go into operation until the first day of May next.

The Francis Freeing Packet, with the January Mail, arrived at Halifax from Falmouth on the 6th inst.—She had a passage of 57 days.—London dates by her are only to the 7th of that month.

Fire.—We are sorry, to say, that on Thursday morning last, at 4 o'clock, the House of J. Abbott Esq. at Newcastle, was totally destroyed by Fire, and very little of the furniture was saved; Mrs. Abbott only escaped by leaping from the bedroom window. This is the third time Mr. Abbott has suffered severely by fire within a short period.—*Miramichi Mercury.*

William Toplin, Esq. has received a letter from Quebec, in which it is stated that the whole expence of the supplies sent here in the St. Lawrence will be born by the Canadas.—*ib.*

#### St. John, 7th March.

DIED.] On Thursday last, after a long illness, which he bore with exemplary patience and resignation, in the 73d year of his age, Mr. Jasper Stymist, an old and respectable inhabitant of this City, and one of the earliest settlers of the Province. Mr. S. has left behind him a numerous offspring and large circle of acquaintances by whom he will long be held in remembrance.

On the 25th ult. at St. Andrews, Mr. Benjamin M. Stymist, eldest son of the late Mr. J. Stymist, aged 35 years, formerly

Halifax, March 1.

The House of Assembly on Monday last, after a very animated discussion, came to the resolution of appropriating £15,000 in aid of the Shubenacadie Canal—to be paid in the following manner...

£3,000 when the navigation is opened to the South end of Lake William—6½ miles from the Harbour.

£4,000 when it reaches the S. end of Lake Charles, which is 2½ miles distant.

£3,000 when it is cut to the S. of the first Dartmouth Lake—13.0 ft. from the harbour and

£500 when the whole projected navigation is completed. The resolution expresses that not more than £3,000 shall be drawn in any year from the Public Treasury. We have the debate written out, and will publish it at length in the next number.

To the Editor of the New-Brunswick Royal Gazette.

I am astonished that none of your Correspondents have taken notice of a report (which appeared in the Saint Andrew's Herald of the 15th ult.) from George W. Coffin, Esq. Land Agent of Massachusetts to the Governor of that State, wherein a very unwarrantable and illiberal attack is made upon the character of the Inhabitants of these Parishes.

Perhaps it is improper to make any remarks upon a subject like the present, but I believe that this matter will not attract the observation of any one, except those who are immediately interested, and whose feelings are wondrously wounded by Mr. Coffin; therefore to pass it over in silence, would seem to imply a consciousness on our part, that his assertions are true.—But first I would beg leave to ask Mr. Coffin if he did actually obtain his information from the Inhabitants, or whether it was not from an American Citizen in the neighbouring settlement; it was the latter, which I have every reason to believe, it will be unnecessary to say anything further; as all who have the honor of that Gentleman's acquaintance, well know, that in order to misstate himself into the favor of persons in power, he will not be particularly scrupulous with respect to the means by which he attains his objects, and Mr. C. instead of faithfully and impartially discharging the trust reposed in him by the State, has published to the world a statement of the false and malicious fabrications of an unprincipled and abandoned person, which are almost too indelicious to require a serious refutation.—However as it is possible that Mr. Coffin has stated only what is the result of his own personal observations, it becomes our duty to defend ourselves as well as we can against his imputations, I shall therefore quote some of our Paragaphs from his report. In one place he says, "the West side of the River Saint John between the Grand Falls and Eel River, is settled by French pay Officers, Refugees and their descendants," also many Irish, and some Scotch, we conversed with many of them, to learn their disposition for or against an exchange of Territory, we found generally, the descendants of Yankees would be pleased with it, but the Half-pay Officers and those now in the employ of Government would be very much averse, the first are much the more numerous." Now permit me to ask Mr. C. whom he is pleased to dignify by the appellation "descendants of Yankees," or how they are so much the most numerous?—If he means the Refugees, this assertion would be true only with regard to a part of the Parishes of Woodstock and Wakefield; the oldest Settlers in these Parishes being as he says Half-pay Officers, Refugees and their descendants; The Irish and Scotch who came here long after the first Settlers, have formed Settlements in the West, and from their well known attachment to the British Government, (which did not escape the observation of this very discerning Gentleman,) he cautiously avoids saying any thing respecting their dispositions. Neither are the Refugees what we understand by the term of "Yankees." If my information is correct, the name was never heard of until after the Revolution: Almost every person knows that there are two Grand Political Parties in the United States, i.e. the Democrats and Federalists, that one of these parties belong to the Southern and the other to the Northern States, and that the latter, in consequence of this difference of Political opinion, are called Yankees; to distinguish them from the former. I am ignorant of the meaning of the word, nor is it of any importance to the present question, which is merely to prove, that the Refugees having been born while the States were under the Dominion of the British Sovereign, and having left them previous to their being acknowledged Free and Independent, and consequently before such difference of opinion had existed, cannot in any sense of the word be considered as Yankees. But admitting his assertion to be just, is he not aware that the Refugees would naturally labour to instil into the minds of their Children, those powerful principles of Loyalty, which induced themselves to abandon Friends and Fortunes, (if I may be allowed the expression,) rather than renounce their Allegiance to their King and Country,—that this is the case, the result fully proves, for I humbly beg leave to assure Mr. Coffin, that these very persons are most averse to the proposed exchange: I appeal to the Persons whom I have mentioned, whether this is not correct.—In another place he says, "should a compromise be made, so as to surrender up our claim to the above Territory (i.e. the Territory North East of the Saint John and Madawaska Rivers,) and receive therefor all West of the St. John River, as low down as Eel River and North Lake, we shall lose about one half of the Settlers at Madawaska, as about that number are on the East side, and obtain a larger number on the West side, below the Grand Falls, that are hardly worth having." We must feel ourselves deeply indebted to Mr. C. for his extremely good opinion of us, yet I think it is a very extraordinary attempt to confirm the good will of those persons, who are desirous of an exchange of Territory, towards the United States