

In the House of Representatives, on the 27th ult. Mr. Cambreleng, from the Committee on Commerce, reported the following bill:

A Bill to amend the acts regulating the commercial intercourse between the United States and certain colonies of Great Britain.

Sec. 1. Be it enacted, &c. That whenever the President of the United States shall receive satisfactory evidence that the Government of Great Britain will open the ports in its colonial possessions in the West Indies, the Bahamas, the Canaries, and the Bermuda Islands, to the vessels of the United States, and their cargoes, on entering the colonies aforesaid, shall not be subject to other or higher duties of tonnage or impost, or charges of any other description, than would be imposed on British vessels, arriving in said colonial possessions from the United States; that the vessels of the United States may import into the said colonial possessions from the United States any article or articles which could be imported in a British vessel into the said possessions from the United States and may export from the British colonies aforesaid to any country whatever, other than the dominions of Great Britain, article or articles of commerce, subject to no other or higher duties of tonnage or impost, or charge of any description whatever, than would be levied on the vessels of the United States, or their cargoes, arriving from the said British possessions; and it shall be lawful for the said British vessels to import into the United States and to export therefrom, any article or articles which may be imported or exported in vessels of the United States; and the act, entitled "An act concerning navigation," passed on the 19th day of April, one thousand eight hundred and eighteen; an act supplementary thereto, passed the 15th day of May, one thousand eight hundred and twenty; and an act, entitled "An act to regulate the commercial intercourse between the United States and certain British ports," passed on the first day of March, one thousand eight hundred and twenty-three, are, in such case, hereby declared to be suspended, or absolutely repealed, as may be agreed upon with the British Government.

Sec. 2. And be it further enacted, That whenever the ports of the United States shall have been opened, under the authority given in the first section of this act: British vessels and their cargoes shall be admitted to an entry in the ports of the United States from the Islands, provinces, or colonies of Great Britain, or on near the North American continent, and North or East of the United States.

The bill having been read,

Mr. Cambreleng said, he would state, for the satisfaction of gentlemen on all sides of the House, that there was no new principle contained in this bill. The principle of it, he said, was precisely that contained in the instructions from Mr. Clay to Mr. Gallatin, under the late administration, and the friends of that administration would approve of it, as well as others. When its object was fully understood, he believed there would be no difference of opinion in the house upon it. Under the unanimous direction of the committee, he should move for the consideration of this bill in the course of the day, giving time only to have it printed for the information of the house.

The bill was twice read and referred to a committee of the whole.

Mr. Cambreleng then, by unanimous consent, under the instruction of the Committee on Commerce, moved the following resolution:

Resolved, That the President of the United States be requested to communicate to this house such information in relation to the negotiation with Great Britain, concerning the Colonial Trade, as he may deem it not incompatible with the public interest to communicate.

The resolution was agreed to.

BRITISH AMERICA.

LOWER-CANADA.

Sherbrooke.—On Sunday morning last Mr. Eleazer Clark of Sherbrooke, terminated his life, by cutting his throat with a razor. The cause, we understand, which led to the commission of this horrid deed, was an apprehension of becoming poor, producing a state of despondency or insanity, which had been apparent for some weeks. One of the neighbors, who had been at the house during the night to observe his conduct, had left before sunrise; soon after which Mr. Clark arose with the rest of the family, went to the chamber, and took his leave of some of his children and gave to one of them a hymn book, came down to the kitchen, and gave one of his sons what money he had, with an injunction to take care of it, passed into an adjoining room and closed the door after him without the precaution of fastening it. Mrs. Clark instantly followed him; when she opened the door she beheld her husband in the very act, without power or time, to arrest him in his purpose. With one cut of the knife he severed the jugular vein and wind-pipe and died immediately, unable to utter a word. His pocket knife had been taken from him the night before, and care taken to secure his razors, and the knives about the house; but he had found somewhere an old jack-knife which had not been thought of and sharpened it for the purpose.

Mr. Clark was aged about 50, an old settler in this town where he had accumulated and retained a handsome property for a farmer, owing but a trifle, and had acquired a reputation of a good townswoman.

Stamford.—May 20th.—The feat of lifting up one hundred stones placed at the distance of a yard from each other, and depositing them one by one at the extremity of the line, was performed on the *Champ de Mars*, on Saturday last, by Lieutenant Crampton of the 66th Regiment, in the short space of 46 minutes. The distance thus run over, independent of the stopping required, is 5 miles and 1340 yards. The same gentleman had previously run against two picked men, and beat them in a race of 120 yards, after allowing them a start of 12 yards.

Deaf and Dumb Institution Quebec.—Mr. Ronald McDonald, formerly Professor of English at the Quebec Seminary, and lately teacher at Riviere du Loup, (District of Three-Rivers) is the gentleman appointed by His Excellency the Administrator in Chief, to learn the method of instructing the Deaf and Dumb, under the vote of the Legislature for that purpose. Mr. McDonald left Montreal on Monday on his way to Hartford in the United States, the institution there having been selected in consequence of the system being taught in the English and French languages, and being that of the celebrated Abbe Sicard—the institution itself being superintended by Mr. Clero, a gentleman both deaf & dumb, & one of the clerics of Abbe Sicard.

Mr. McDonald has received permission to visit the institution at New York and Philadelphia, before settling himself at Hartford, where it is understood a residence of at least a year of uninterrupted application will be required to qualify him for the superintendence of a similar institution to be established in Lower Canada.

Those who have witnessed the wonderful progress made by the Deaf and Dumb, under proper tuition, in all the branches of education, and even the distinguished eminence to which they often attained in particular branches, can form an idea of the advantages of such an institution. In Canada the number of unfortunate individuals so situated is very considerable; the established proportion in other countries is about one in every 1000 souls. Education makes them useful instead of burthensome.

Nelson's Gazette.

Gamache, the keeper of the Post near Jupiter River, on the Island of Anticosti, whose family was reported to have been murdered last fall, and to which report no certain contradiction had yet appeared, arrived to-day, having left his family in good health on Wednesday. The report probably originated in the stories circulated about the melancholy fate of the crew of the *Granitic*.—*Q. O. Gazette.*

The rigging and some materials of the *Bonito*, wrecked last fall on Anticosti, have been brought up by Gamache to Quebec. Intelligence of the *Bonito* was received last fall. There have been no other wrecks on Anticosti since.—*Id.*

The reports of the murder of the family of Gamache, of the crew of the *Granitic* and the latter report of Captain Armstrong of the *William* having been chased by a pirate in the Gulf, appear to have reached the Colonial Office; and it is understood that further enquiries will be made here, particularly with regard to the latter report. We believe Captain Armstrong is daily expected on his return from Demerara.—*Id.*

The cargo of six schooners from Halifax, says the *Quebec Star* of May 12, which arrived here on the 8th instant, consisting principally of Rum and Sugar; the aggregate amount will be found below. The duty payable at this port, as we understand, about \$3,900 currency. We do not see any injury to be apprehended by this, or by any other adjoining Provinces, from the admission of Rum duty free into Halifax. The loss of revenue, in the least, is confined to that Province, the goods in question being the same duty as formerly. It is possible, indeed, that the repeal of the duties in that Province may occasion an excess of importation for some time, which may be productive of a redundant supply of Rum in other Provinces, and consequently of diminution of prices, and of an increased consumption of a noxious article. And this we conceive is the only evil to be apprehended in this country from the cessation of the duties of Nova Scotia.

641 puncheons Rum,
23 hogheads
5 tierces
188 barrels
10 puncheons Molasses.

NOVA-SCOTIA.

BAY VERTE CANAL.—It will be seen by the following report, politely handed us by a gentleman recently from England, that His Excellency Sir Howard Douglas, our absent Lieutenant-Governor, is still indefatigable in his exertions to obtain the most accurate information on a subject so vitally important to the best interests of the Colonies generally. With this view, His Excellency laid the plans, estimates and other documents respecting the Canal to connect the waters of the Bay of Fundy with those of the Gulf of St. Lawrence, (which he had previously obtained,) before Mr. Telford, a distinguished Civil Engineer in England, who subsequently made the report to which we now give publicity. Whether the information thus obtained, is of such a nature as to lead us to expect a speedy commencement of the work, we are not sufficiently acquainted with the way in which it is proposed to raise the sum required, as to enable us to determine; but of the great advantages that would eventually result from such a communication as is now proposed, only one opinion can exist. It is, therefore, to be hoped, that the exertions now making will ultimately be crowned with success; and thereby hand down the names of those who are most zealous in the cause, as benefactors to the public weal.—The report is accompanied by a map or plan of the route proposed, which is left at our Office, where it may be examined by those who take an interest in the undertaking.—*Saint John Courier.*

REPORT.

RESPECTING THE BAY VERTE CANAL.

Having perused the very full and distinct instructions given by Sir Howard Douglas to the Engineer, Mr. Francis Hall; and having for several years, previously to his leaving Britain, employed Mr. Hall very extensively, I have a perfect confidence that Sir Howard's instructions have been faithfully attended to; and that a judicious selection of the Line has been made, surveyed and reported upon.

Under these circumstances, I have examined the Sections and other documents which have been submitted to me, and have now to state:—That there is no occasion for me to enter upon a description of the very singularly favorable situation in which the proposed Canal is to be placed; because by Bouchette's Map of Lower Canada, it is quite evident that a direct navigable communication between the Bay of Fundy and the Gulf of St. Lawrence, would be an important acquisition, whether viewed as a public or private object; but as entering into any details, respecting this part of the subject, does not seem to fall within the province of a civil Engineer, I shall therefore confine my observations to what relates to practicability, dimensions, and expense of the proposed canal.

From the Engineer's description of the ground, which the Canal will pass over between the two Tideways, there seems no serious obstacle to be encountered, and the whole approaches so near to a Level, that I advise to adopt the highest spring Tide in Cumberland Basin as the top-water of the Canal, and continue it upon that level to Lock No. 3 in Mr. Hall's Section; by so doing, one whole Lock and the half of another will be saved. The omission of these would greatly facilitate the Navigation, and afford a greater opportunity of acquiring the use of the Water of the adjacent districts.

This will occasion extra cutting in some parts of the Line; but this additional expense will be balanced by the saving in Locks; more especially as a great proportion of the tract appears to be upon low ground.

In regard to the dimensions of this artificial canal, it is desirable to have a depth of water to admit Trading Vessels drawing 15 feet, to pass freely, and this requires 14 feet in the Canal.—The use of Steam Boats being generally introduced in America, if this Canal was completed, ready access would thereby be opened, not only with Quebec and Montreal, but also with the upper Lakes to a boundless extent.—To accommodate Steam-Boat Navigation, Locks of great length and breadth will be required; in the present instance, I advise that they be made 150 feet in length and 40 in breadth; but this size being only required for Steam-Boats, I have, in order to save water and time in working them for sailing vessels, divided each Lock into two parts, by means of a third pair of gates in the middle of its length.

This arrangement should also be extended to the Canal, making it in low flat ground (which is much the greater portion of the distance) sufficiently wide to admit of two steamers passing each other. This requires that the Canal be made 45 feet at the bottom, and 95 feet at the top water level. In the proportion of the Canal which if in deep cutting; it may be made 30 feet at the bottom, and 72 feet at the surface. This will only admit of one steamboat plying at a time, but will be wide enough for most Trading Vessels to pass each other.

Under these circumstances, I have measured and calculated the necessary excavation, and likewise the four Locks with their working machinery &c. and find that the expense of these and other works will be as follows.

ESTIMATE.

Earth Work on the whole Line, including excavating the Lock Pits, Four Locks, viz. two Sea Locks and two inland, with their working machinery, &c. \$23,030 15 5

Three Stop Gates 6,000 0 0

Eight Draw Bridges 5,000 0 0

Culverts 1,295 10 0

Making a Reservoir, 1,200 0 0

Waste Weir at the Tignish River, 2,000 0 0

Ten per cent. contingencies, 14,172 0 0

\$158,998 5 5

In making the calculations I have already stated that the Top Water Line is taken at the level of the highest spring Tide in Cumberland Basin, thereby saving six feet of Lockage, at each end of the present summit, and preserving one Level along the whole Canal.

It is proper to add, that by lowering Mr. Hall's summit only 3 feet, and adding three feet to the height of the Locks at each extremity, much cutting may be avoided. But this depends upon the nature of the surface of the adjacent country; for by so doing, 3 feet of fall would be lost, as regards the command of water. It is therefore a point which can only be determined after a careful Resurvey. And although by adopting this last mentioned mode, a considerable saving of expense might be effected, I still prefer keeping the Top Water of the Canal on a level with Spring Tides in Cumberland Basin, as hereby any deficiency of Water in it may be supplied every high Spring Tide, and 12 feet lockage will be saved.

(Signal.)

THOMAS TELFORD.
To Major-General Sir HOWARD DOUGLAS, Baronet, Lieutenant Governor of New-Brunswick, &c.

A very distressing occurrence took place yesterday—an industrious Boatman, of the name of William Gould, who has for a number of years, attended upon His Majesty's Ships of War—executing orders for the Officers, conveying parcels on board, &c.—was unfortunately drowned alongside of the *Champion*, just as that ship got under weigh. In suddenly pulling the rope by which the boat was fastened to the Ship, he fell backwards into the water and disappeared instantly. The Officers of the *Champion*, with the most benevolent feelings, immediately sent on shore Twenty Pounds to the afflicted Widow.—*Gazette.*

His Majesty's ship *Hussar*, Capt. Boxer, bearing the Flag of the Rear Admiral Sir Charles Ogle, left her moorings at 9 o'clock, this morning, and in beautiful style proceeded down the Harbor, accompanied by salutes from Fort George. It was gratifying to behold the Wharves crowded by the inhabitants, who demonstrated their warm respect for the Admiral, by hearty cheers. The *Hussar*, under the command of the Admiral, was handsomely manned, and the cheering from the wharves was as beautifully responded from the ship. Sir Charles and Lady Ogle take with them the best wishes of a Community, which has universally testified its regret at their departure.—*Nova-Scotian.*

LIGHTENING.—The three mile house was struck by lightning, yesterday afternoon about 6 o'clock. A man within the house was considerably injured and 36 panes of glass were broken by the shock. It also struck the Farm adjoining, occupied by Mr. Henry Veith, destroying a large tree and a gate near the house.—*Acadian.*

An Address from the Members of His Majesty's Council, the Clergy and Magistrates of Halifax, has been presented to Rear Admiral Sir Charles Ogle, Bart. on his retiring from the Naval Command upon that Station, bearing testimony to the zeal, ability, and highly satisfactory manner in which he has discharged the various and important duties confided to his care. The Halifax Mercantile body has followed their example by an address expressive of the same good feeling. Our late Admiral, says a Halifax paper, leaves us full of honor, bearing with him the best wishes of the community for his happiness, and possessing a hold on their affection, which many years will not obliterate.

ROYAL GAZETTE.
FREDERICTON, JUNE 23, 1830.

ALMS HOUSE AND WORK HOUSE.
Commissioner for next week, H. G. CLOPPER, Esq.

Saving's Bank.
TRUSTEES NEXT WEEK.
HENRY G. CLOPPER, ESQ.
JAMES TAYLOR, ESQ.
HENRY SMITH, ESQ.

ERRATA.—In our last and present number, under the head of "MILITIA GENERAL ORDERS," for "Saint John Regiment of Militia," read "Saint John County Regiment of Militia."

Our accounts from England are of no later date than those contained in our last.

We lay before our readers a Message to both Houses of Congress, which was transmitted by the President on the subject of their Trade with the West Indies. It appears that he adopted this measure by indulging a strong hope, that Mr. McLane would succeed in negotiating with England for opening the West India markets to American vessels, and he wishes it seems, to make such arrangements as will enable him to meet so desirable a subject; but it is satisfactory to learn from subsequent accounts from England, that the President's expectations were unwarrantably premature. We are satisfied that nothing definitive has yet been done; and we do not see any thing to make us believe that our Government will surrender the vast strength and sinews of her Colonial trade, to a nationality whose commercial policy has been so directly at variance with British interests. The London Courier of the 4th May says:

The spirit of Gen. Jackson's Administration towards this country continues perfectly satisfactory. Perhaps a more conciliatory disposition has not existed between the two Governments, at any period since the independence of the United States was acknowledged, than does at this time. It is true that the Colonial question rests as it was time. It is true that the Colonial question rests as it was time. It is true that the Colonial question rests as it was time.

FREE CHURCH.—We understand that arrangements have been made for the conducting of Divine Service, according to the forms of the Church of England, in the Asylum Chapel, Kings Square, and that the poor are to have the free occupation of the pews. The want of such provision for those who are unable to hire sittings for themselves, has long been felt and lamented, and we are gratified to find that by the exertions of the Rev. B. G. Gray, it is now to be supplied, in the case of those belonging to the Episcopal communion.—*Saint John Observer.*

The brig *Feronia*, Capt. Mc. Kee, from Belfast, with 120 Passengers, arrived here on Saturday last.—The vessel was put under Quarantine, we learn, in consequence of one of the passengers having had the Small Pox soon after leaving Ireland. The disease was not communicated to any others. All the

children requiring Vaccination have undergone the operation; and the Passengers have been landed on Partridge Island to wash their clothes and bedding. The vessel is still detained at Quarantine, to undergo the necessary cleansing and fumigation.—*Id.*

A gentleman who had visited a number of the manufactories in England, and who has lately returned to this place states, that the orders for goods were so numerous, that the manufacturers could not immediately supply them, and they had to be put on file, and fulfilled in regular turn. And such was the expectation of a rise in prices, that the manufacturers would only engage to fulfill the orders thus left, at the prices which might be current at the time, when they would be executed. These circumstances strongly indicate a substantial improvement in the prospects of the manufacturing classes.—*City Gazette.*

At our latest accounts from England, there was not in the port of Liverpool, one New-Brunswick built vessel for sale. A circumstance which had not occurred for several years previous.—*Id.*

In consequence of the appearance of Small Pox among the Passengers on Partridge Island, a Meeting of several of the Magistrates took place this morning, when it was unanimously agreed that a Pest-House, 80 feet long and 20 feet wide, be immediately erected at the west end of the Island, under the direction of the Overseers of the poor.—A yellow flag is to be hoisted on all occasions when any cases of fever or small pox may occur, and no boat will be allowed to land, unless having a Pass from the Visiting Physician.

Passengers from Emigrant Ships will in future be obliged to land on the Island, preparatory to their being admitted into the City, in order that they may be completely cleansed and renovated. Additional Constables have been appointed, to see that these Rules be complied with.—*Courier.*

On Tuesday, the Court of Oyer and Terminer and General Gaol Delivery for this City and County, and the Court of Nisi Prius, commenced their sittings. The Honorable Judge Bliss presides.—His Honor in addressing the Grand Jury, expressed his regret at the number of offences, some of them of a very heinous nature, brought before the Court at its last Session at Saint Andrews, some of the offenders, having then been a second time capitally convicted for crimes committed in this Province. The learned Judge, stated, that although it was a matter of much delicacy to observe upon, the conduct of the Magistrates in some parts of their official duty, yet it was the province of the Grand Jury, to take cognizance of all offences committed against the peace and good order of society, from the highest to the lowest; and also to inquire into and investigate the causes of crimes in order that such causes might be represented, and if possible, be removed or prevented.

And as it is admitted that crimes of every grade, generally have their origin, or are matured in low public-houses, it becomes the duty of the Grand Jury to enquire whether or not too many licences have not been granted. He would not say that this was the case in the City of St. John, but it was the case in many of the County Towns throughout the Province.

Licences he said, were not granted to furnish a place of resort for the loiterer, the idle and the vicious; but to furnish comfortable accommodations for the traveller, and the man whose business called him to a distance from his home.

The Sheriff's Calendar contains the names of seven persons, charged with crimes of various grades, from Murder to Petit Larceny.—*City Gaz.*

The following is a list of the Criminal Cases that have been brought forward during the week:—

Peter Welsh and Thomas Ryan, were tried on a charge of Grand Larceny, and acquitted.

Peter Welsh and Cornelius Sullivan, were charged on a charge of Petit Larceny, and acquitted.

Jeremiah Smith, was tried on a charge of Grand Larceny, and convicted, but not yet sentenced.

Adam Hull, was tried on a charge of Murder, and convicted.—Sentence not yet passed.

Robert Carnes was tried on a charge of Murder, and acquitted.—*Courier.*

From the Miramichi Gleaner, of 1st June.

The kindness of several Shipmasters and other gentlemen, have enabled us to furnish the following distressing epitome:—We hope that additional intelligence may not extend it.

In the North Channel, the brig Union, of Harrington, was run down by the Ann, Capt. Hollowell, of Workington. The master and four of the crew sunk with her, the remainder got on board the Ann, and arrived the following day at Lochandoul.

The Romanoff Thompson, has on board part of the crew of the Concord, of Scarborough, which vessel struck on a wreck in lat. 47, long 23, and went down almost immediately. The crew, after remaining four days in the boats, exposed to the most imminent danger, were rescued by the Friam, bound to St. John.

The Romanoff spoke in lon. 40, the barque Munster Lass, of Waterford, with her lower masts gone by the tops, making for St. John's Newfoundland.

The brig Themis, just arrived, has on board part of the crew of the brig Economy, of South Shields, which vessel we understand foundered at sea. The remainder of the crew are said to have been washed overboard.

The barque Ann Grant, had very heavy weather on her passage—lost a suit of sails and part of her bulwarks. Spoke on the 15th ult, in lat. 44, 45, N. lon. 54, 26, W. The Elizabeth, of Plymouth, from St. John bound to Bristol, 12 days out, all well.—On the 22d, off Cape Ray, spoke the William Tell, of Workington, with passengers. Also, the brig Clyde, of Troon, with the loss of all her boats and bulwarks; her foremast, foreyard, maintopmast and main gall sprung; she had a boy washed overboard; Capt. D. supplied her with a boat. On the 20th, spoke the brig Strathellin, from London to Quebec, which reported that they had spoken a brig belonging to Shields, which had seen three vessels dismantled but could not inform them what they were.

The Captain of the Bellona reports the loss of the brig John, of Saltcoats; she was abandoned on the 20th ult. The B. has brought in the Captain and part of the crew. The Captain also reports he saw the hulls of five other vessels abandoned.

Capt. Ashbridge, of the Royalist, reports having seen, in long. 26, a barque totally dismantled.

Capt. Melbourne, of the Mars, reports having seen the barque Nelson, Angles master, in lat. 49, 46, lon. 33, 20, in a sinking state. The brig Lion, then in company, took the crew on board, and proceeded to Quebec, the port to which the Nelson was also bound.

Capt. Galles, of the Latona, spoke on the 14th ult. a handsome new brig, of and from Aberdeen, bound to Quebec, in lat. 45, 40, lon. 46, 43, totally dismantled; she had a lug sail set upon a small jury foremast. Capt. G. judging from the state of the winds, has little doubt of her having reached some port in safety.

The new brig seen by Capt. G. was spoken, the day before by Capt. Miller, of the Ceres, who supplied her with a spar for a jury-mast and a bag of bread. She intended to run for St. Johns.

Capt. Dodd, of the barque Wilberforce, of Newcastle, informs us that his vessel, after experiencing several very severe gales, foundered in lat. 47, 3, long 43, 2, having previously lost her masts, bulwarks and bowsprit. During the night of the 12th ult. the crew were placed in the most eminent danger; the vessel required their united efforts to keep her afloat. On the morning of the 13th, the brigues Elizabeth and Sarah, and the Bellona bore down; the former took the Captain and part of the crew on board, the remainder proceeded to Quebec in the Bellona.

On the morning of the 12th ult. Capt. Maxwell, of the Northumberland saw two vessels a short distance to windward, one on her beam ends with a signal of distress flying, and the other appeared to be hoove too. On approaching them, discovered the former to be the Hero, of Sunderland, Captain Spaulding, bound to Quebec, the other the Margaret Bogle. The latter vessel had succeeded in taking the crew from on board the Hero, which vessel sunk in a short time after. Capt. M. took part of the Hero's crew on board his vessel.

Capt. Frank, of the Sarah, at Liverpool, fell in with the Polly, of Levan, in distress—took out the crew in lat. 43, 46, N. and lon. 36, 10, W. They expected she would go down in about 12 hours after they abandoned her.

From the Gleaner, of 8th June.

The brig Robert, bound to Quebec, spoke on the 16th May, in lat. 47, 18, N. lon. 43, W. the brig Aid, from Filsburg to Quebec, with loss of mainmast, foremast, boats, stanchions, bulwarks, &c. in a gale on the 13th.

The Harmony, on the 12th May, 4 P. M. in lat. 47, 41, N. lon. 36, 11, W. saw a brig in distress, with loss of mainmast, foremast, boats, bulwarks, stanchions, &c. running before the wind and steering N. E. May 16, at 10 A. M. spoke the three masted schooner Munster Lass, from Waterford to Quebec, with loss of mainmast, foremast, and mizen topmast, steering for Newfoundland.

In addition to the foregoing, our Quebec files add to the distressing catalogue:—

Quebec, June 7.—The Hero, with a general cargo from London to H. Atkinson, has been abandoned.

The Mars for Quebec, has ~~been~~ at sea, the crew saved and arrived in the Rebecca at ~~sea~~.

The Lord Wellington was seen dismantled on the 5th of May, in long. 34, and in a sinking condition.

The Wilberforce, from Shields, to Newfoundland, has been abandoned at sea.

The New Felix Souigny, saw two vessels dismantled near the Banks.

The Munster Lass came into port yesterday having been dismantled in longitude 45, and received assistance and some men from the Nailer, M'Coll.

The Aurora, of Whitehaven, and Jané, of Dysart, also been abandoned; part of the crew of the former in the Harmony, and of the latter in the Uania. Several of the Aurora's crew were lost.

The Lord Nelson was abandoned in long. 33, 2d May. The Captain and two seamen arrived.

DEU.

On Monday the 14th instant, at Fredericton, ELIZABETH, wife of The Honorable THOMAS BAILLIE, Commissioner of Crown Lands, deeply and deservedly regretted by all who knew her.

At Amherst, (N. S.) on Sunday the 6th inst. JAMES KERR, Esq. in the 76th year of his age.—Colonel KERR was a native of Dumfriesshire, and served as a Captain in the Queen's Rangers, on the continent of America during the revolutionary war; during which he was distinguished by repeated acts of bravery, and by the friendship and confidence of the highest Officers in that service. He subsequently settled in King's County, Nova-Scotia, where he was appointed a Colonel of Militia, and where his memory will long be cherished with the greatest respect.—He lost two sons in the Army and Navy, and has left a wife and seven children to mourn the loss of an affectionate parent.

POSTSCRIPT.

LATE AND IMPORTANT FROM COLOMBIA.—FLIGHT OF BOLIVAR.—*Savannah, May 22.*—To a gentleman a passenger in the brig America, arrived yesterday from St. Thomas, we are indebted for the following important intelligence from Colombia, received at St. Thomas, by the mail boat from Laguna, two days before the departure of the America.

A revolution headed by General Urdaneta, the former friend and firm supporter of General Bolivar, took place at Bogota on the 23d of April. The whole country declared itself in favor of Venezuela; Bolivar with General O'Leary, and a few followers, fled with the utmost precipitation towards Cartagena, in order it was presumed to get out of the country. His destination was not known; but his power is completely at an end.

FROM CANTON.—Captain Prescott, of the Ship *Albatross*, from Canton, informs that the English had settled their difficulties with the Chinese Government, without, as it was understood, gaining a single point.—*Bos. Trav. June 8.*

LAST NOTICE!

THOSE Persons who are indebted to the Subscriber are hereby requested to make payment forthwith, or call and settle by Note of Hand, either with himself or the Agents for the Gazette, otherwise their Accounts will be put in suit.

June 21, 1830. GEO. K. LUGRIN.

JUST ARRIVED.

AN extensive and elegant assortment of FURNITURE, which may be seen at Mr. Roberts' Store in Queen street, during the week. As the subscriber intends shortly to expose what articles remain unsold at Public Auction, great bargains may be previously made at private sale.

THOMAS NESBIT.

Fredericton, June 23, 1830.

LIKENESSES.

Taken in one minute by J. S. Johnston, with Machinery of unerring principles.

J. S. JOHNSTON also intends to give Lessons in Drawing, either in Private or at his Room, in the House of Mr. Saunders, Blacksmith, King's-street, where the following branches will be taught:—Drawing, Velvet painting, Marbling and Transparent painting on Glass, &c. &c.

23d June, 1830.

SHERIFF'S SALE.

To be sold by Public Auction on the 24th day of December next, between the hours of Twelve and five o'clock in the afternoon, at the County Court House, in Fredericton.

ALL the right and title of Christopher Parker, of An, and to that certain FARM or tract of Land situate on the Nashwaak River, bounded on the upper side by the M'Pherson property, on the lower side by John Young, the same having been taken by Executions issued out of the Supreme Court.

23d June. E. W. MILLER, Sheriff.