

## EUROPE.

### ENGLAND.

LONDON, 27th April.

**MELANCHOLY DEATH OF LORD AND LADY WALSHINGHAM.**—Yesterday morning, at half past two o'clock, the inhabitants and neighbourhood of Harley Street, Portland-place, were thrown into the utmost confusion and alarm, by a volume of fire suddenly bursting forth from the front second floor windows, of the extensive mansion of Lord Walsingham, No. 55, Harley-street. The police on duty immediately alarmed the inhabitants, and in formation of the fire was communicated to the Police Station house. The flames, in less than five minutes, raged in the most violent manner, and the whole of the back and front of the second floor and attic were in one blaze; and it was with the utmost difficulty that the servants could in any manner escape. One of the domestics ran to his lordship's dressing room to endeavour to save him, his lordship being unfortunately a cripple, and totally unable to assist himself, from having been dreadfully wounded, when General De Grey, on the Continent; but the flames raged with such violence that he was compelled to instantly desist from attempting to preserve the unfortunate nobleman, and it was with deep regret we have to state that not any tidings has been heard of him since. The fire originated in his Lordship's dressing-room, where he was particularly partial to sitting up to read. We have now to state the dreadful accident which has befallen the unfortunate nobleman's lady; from the rapidity of the devouring element there was no alternative left but for her to leap out of her bedroom window, on to the leads which were in so doing we are sorry to state that her ladyship has by her fall broken both her thighs, both legs, and fractured her skull in a most dreadful manner, large quantities of blood remaining on the leads from the unfortunate sufferer. She was, by the assistance of some of her domestics, put into the bed of the coachman over the stables, in Harley-Mews, and surgical assistance was with all possible speed procured, but not the slightest hope can possibly be entertained for her recovery; in short, a speedy end to her dreadful sufferings must be a great relief to her friends.

The fire was extinguished about six o'clock.

**FURTHER PARTICULARS.**

A Correspondent has informed us that Lady Walsingham died in a very short time after the accident. Lord Walsingham was 54 years of age.—We believe there are no children.

The remains of Lord Walsingham have been found burnt to a cinder. An inquest was held on the body yesterday.—Verdicts. That the death of the deceased was caused accidentally and by misfortune.

Lady Walsingham was a Miss Gosling, before she was married to his lordship, and was the sister of Lord Boston. Her ladyship bore a most excellent character for amiability. Archdeacon De Grey, the brother of the deceased is now Lord Walsingham.

MAY 9.

**Inquest on the Bodies of Sir J. Yorke, &c.**

An inquest was held yesterday, by the Coroner, at Hambleton, on view of the bodies of Admiral Sir Joseph S. Yorke, K. C. B. Capt. Thomas Young, R. N., and John Chandler, seamen, who were drowned by the upsetting of the Catherine a yacht of about 11 tons burthen, near Brown-down Point, between Portsmouth and Hamble, at about four o'clock on Thursday, afternoon. The unfortunate gentlemen, with poor Chandler, were returning from Spithead, under a press of Canvas, when a sudden squall took the vessel, and she immediately went down stern foremost, in ten fathoms' water. The accident was seen by a fisherman about half a mile off, and he immediately hastened to their assistance. He first came to Chandler, who had not been in the water more than five or six minutes, and was yet alive and sensible, but speechless and quite exhausted. The next ten minutes were occupied in well meant but injudicious and unsuccessful attempts to preserve the poor fellows' life. Meantime the three unfortunate gentlemen floated without attention, being so completely enveloped in their cloaks and great coats, which encumbered and concealed their bodies, as to be mistaken for empty garments. As soon, however, as the fisherman discovered, to his great surprise, that they were bodies, he took out those of Captains Bradley and Young, which had been in the water about a quarter of an hour, but life was quite extinct. The bodies were conveyed to Hamble to await the inquest, which was held the following day. Verdict—"Accidental Death." The loss of the deceased gentlemen will be severely felt by their connexions and the inhabitants of the village, to whom they had endeared themselves by conduct, that will be long remembered with feelings of respect and gratitude. Chandler was a man of excellent character, and has left one child, an orphan. The inquest was held by Sir Arthur Taget and several naval officers, who took a melancholy interest in the proceedings. The men who picked up the bodies were liberally rewarded; but it is to be lamented that they were not better informed as to the means of attempting to restore animation—a point which the jury particularly noticed.

The deputation from Brussels of Prince Leopold, to offer him the crown of Belgium, arrived in London on Wednesday night. It consists of four persons, amongst whom are M. Felix de Merode formerly a candidate for the throne, and Count Vilain XIV, who was here as envoy with M. Van de Weyer. Before they left Brussels they had ascertained that out of two hundred members of Congress, to whom the intention of offering the crown to Prince Leopold had been mentioned, one hundred and seventy were friendly to the measure, and that the heads of the Catholic party, as well as the Protestant, were also favourable to the suggestion. They had also received a dispatch from the Belgian Envoy in Paris, stating that Louis Philip approved of the scheme, and was quite willing to give one of his daughters in marriage to the Prince. We have not yet heard whether the deputation have had an interview with Prince Leopold, but we believe they had not up to yesterday afternoon. The object of their visit however had been communicated to his Royal Highness, who in consequence, had an interview on Thursday afternoon with Lord Palmerston. Much would depend upon this interview as to whether the Prince would accept the offer. We can state upon the best authority that in the event of his agreeing to the proposal, a treaty will be entered into between this country and France for the protection of Belgium.—*Court Journal.*

The line of battle ships sitting at the different ports were ordered to assemble at Spithead. They will consist of the Caledonia, St. Vincent and Prince Regent, of 120 guns, the Donagel, Talavera, Revenge, and Wellesley, 74's. Admiral Cordington will hoist his flag in the Caledonia.

It has been confidently stated that the English Cabinet has demanded explanations from the Russian and Prussian Ambassadors relative to a treaty, to act conjointly against Poland, and that Lord Palmerston has informed them that the moment Great Britain has authentic information of such a treaty, she would openly embrace the cause of Poland.

A passenger by his Majesty's ship Chanticleer arrived at Falmouth from Chagres, writes, that Fayal and St. Michael were taken previous to the 30th ult. by an expedition from Terceira.

### POLICE.

**Bow-Street.**—Yesterday Mr. Thomas, superintendent of police appeared at this office with a very fine lad, apparently about 16 years of age, who had been found wandering about the streets, a week ago, and brought to the station-house from motives of humanity, where he has since remained.

It appeared from the lad's statement, that his father was a private soldier in the 42d regiment of foot, and was killed at the farm of Hugomont, the taking and re-taking of which, it will be remembered, formed a principal incident in the battle of Waterloo. On the very night preceding that eventful battle, the lad was born within view of the scene of action, and amidst the danger and confusion attendant on such an event. The remnant of the gallant 42d was some time after ordered to Gibraltar, and thither the lad's mother went with her infant son, who was fostered by the regiment. The mother some years after contracted a second marriage at Gibraltar, where she died, four years ago, and about a year after that event the lad left Gibraltar, and joined the depot, of the regiment at Sterling. Here he remained, still protected by his father, when he was turned out of the barracks at Sterling Castle; it having been discovered that he had been in the habit of bringing in liquor to the men. Deprived of the protection of his military friends, he wandered in Sutherlandshire, in the hope of meeting with some of his father's relatives; but in this he was disappointed, and failing to procure any employment, he subsisted during the autumn and part of the winter of last year, on the casual charity of those who felt compassion for his orphan state, and an interest in his peculiar story. Having wandered in this way through the Western Highlands, he proceeded to Edinburgh on foot, and remained there between two and three months, and then proceeded to Leith, where he purchased the jacket which he wore for 6d. He then embarked on board the Stately smack, and landing at Woolwich about a fortnight ago, he came up to London, and was found wandering about Covent-garden by a policeman.

In answer to a question by the magistrate, he stated that his name was David Sutherland; and he produced a piece of paper, on which was written, "Thomas Campbell, Esq., author of the PLEASURES OF HOME, Literary Union Society, or at No. 9, Stockbridge-gate, Knightsbridge." This address, he said had been furnished to him by Mr. Campbell, who had taken a great interest in his story, and offered to provide him with a situation in his own establishment, if he could procure any respectable person to verify the truth of this statement.

Mr. Thomas said that the circumstance of the wife of a soldier of the 42d regiment having been delivered of a child on the field of battle, was mentioned as a remarkable circumstance in several of the published accounts of the battle of Waterloo.

Mr. Halls thought that if the case was made known at the War-office, something would be done for the lad; but he thought that the offer of Mr. Campbell ought first to be attended to. The magistrate added, that he had no doubt of the truth of the lad's statement, but at the same time he thought it would be advisable that it should be in some degree corroborated.

Mr. Thomas said he would write to Woolwich for that purpose.

**SHOCKING OCCURRENCE.**—About eleven o'clock on Thursday night, a knock was heard at Mr. Robert's public house, in Devon-street, and the door was opened by Mr. Robert's sister, when a man presented himself without coat, stockings, or shoes, and asked for a glass of ale. Perceiving that he had a large knife up his shirt-sleeve, she asked what he was going to do with it, and he answered, "To stab the first man that comes nigh me." Being much frightened, she went in and told her brother, who, with another man, went out, and on their approach, the man ran off. They pursued him, and Mr. Roberts came up with him in Moss-street, when the fellow stabbed him in the side, causing a wound through which the bowels protruded to a considerable extent. An alarm being made, a watchman, named John O'Donnell, came up and attempted to seize the fellow, who was brandishing his knife about, and cut him across the wrist and stabbed him in the back. Some other watchman having been called to the spot, closed in upon him and knocked him down; he, however, sprang up again, and was making off, when constables who had been sent for, met him, and succeeded in securing him with a pair of handcuffs. He was conveyed to Bridewell. Yesterday from the blows he had received in his combat with the watchman, he was not in a state to be examined. Mr. Roberts lies at his own house in a dangerous state, and O'Donnell, the watchman, remains at James's Beer-shop, in Finch-street, whither he was carried at the time, in a condition not fit for removal.

**THE CONVICTS.**—A convict ship at Portsmouth, is on the point of sailing for Van Dieman's Land, with between two and three hundred convicts on board, who have been lately convicted for machine breaking, extorting money, and other offences committed in the disturbed counties. Another ship, with convicts of the same description, will be dispatched for New South Wales, in about a fortnight. These convicts have been kept entirely separate from all other prisoners, and an accurate report will be made to the Governors of the colonies, as to their former character, their trades and employments, and the recommendations, which have been made in their favour subsequently to their trials. The capital convicts whose lives have been spared, are to be transported for life; and the convicts, sentenced, and recommended by the Judges for transportation, are to be transported according to their respective sentences.

The Proclamation Act expired with the late Parliament, and with all power (even if it were wished to exercise it) to assess punishment on Mr. O'Connell and the other gentlemen connected with him in the late prosecutions. Thus has ended the Government prosecutions against the agitators.

### IRELAND.

**THE CULPRIT DILLON.**—We feel considerable pleasure in communicating the circum-

stances of the life of this unfortunate individual being spared by his Excellency the Marquis of Anglesey. A sanguinary example was not necessary to the walk of life in which this unprincipled young man moved, and it is only for the ample sake that the extreme punishment of the law should be resorted to. Banishment he deserves, and execution—that more would have been inconsistent with humanity. Saturday (this day) was the day fixed on for his execution, and as the fatal time approached, various rumours of the intentions of the authorities swelled in the public ear.

Wednesday, at twelve o'clock, a letter from Colonel Gossett to the Sheriff, was delivered at Newgate, which intimated the merciful determination of his Excellency to commute the sentence. The Sheriff lost no time in communicating to Mr. Dillon the glad tidings, which he received with the same appearance of hardihood, with which he listened to the sentence of the Judge. He returned thanks to the Sheriff for their kind attention in a tone of voice which proved that his feelings were not moved by the occurrence. His chains were immediately removed. This day the Sheriff received the order of his Excellency to have the culprit transmitted to the Essex house at Kingstown, with as little delay as possible. The order contained the usual directions to have his head shaved, and the prison transports' dress put on him, which was instantly complied with. He was transmitted at four o'clock on Thursday to the Hulk, chained with David Owens, a highwayman, also previously under sentence of death. Thus ends the wicked career in this country of one of the most unprincipled and hardened culprits that ever stood at the bar of justice.

**—DUEL IN PORTUGAL.**

**St. John's, N. F. June 7.**

By a late arrival, the following interesting intelligence has been received from Portugal, under date of 11th May:—

"We have heard of the arrival off Lisbon of a British fleet, consisting of the Windsor Castle, 76 guns; Ariadne, 24; Acteon, 28; Nautilus, 10; Savage, 10; a 16-gun brig; and a steamer; the latter went in with despatches, and the former were joined outside by the Briton frigate, and the children, sloop of war, from the Tagus, to wait an answer to the following demands made on this Government, which were done in due form, by meetings, being called by the Consul General in Lisbon, and the Consul at Oporto, communicated to the British residents:—

"That full remuneration shall be made for the vessels illegally captured off Terceira, and paid in a month.

"That the full amount claimed by Captain Gibbs, for the detention of the Ninus, shall be immediately paid.

"That the commander of the Diana, Portuguese frigate, shall be dismissed the service, and rendered incapable of ever entering it, for his ungentlemanly and unofficerlike conduct to Lieut. Warren, and cruelty to the invalid officers and men on board the Saint Helena, Packet.

"That the noted Jose Verissimo shall be immediately dismissed from the service, and not again employed.

"That Leonardo, employed in the Royal Stables, shall be dismissed for ever from the service, as being the person who caused the outrage on Mr. Caffery's clerk—the latter receiving 250 millreas, as compensation for 10 days illegal imprisonment.

"That a public apology be made to Mr. O'Neill, for his being forcibly detained, for four hours and then led through the streets by a Patrol to the Intendant's Office; and the Minister dismissed by whose orders he was detained.

"That orders shall be immediately expedited to all the Ministers and Officers of Justice, throughout the Kingdom, to facilitate the transit of British subjects, without throwing obstacles in their way, as has been the case in some instances.

"That restoration shall be made of the extra duties levied on a cargo of British Coals imported in a Swedish vessel.

"That the Judge Conservator chosen by the British Merchants at Oporto, be immediately installed in his office; and the person now forcibly holding it to be dismissed.

"That the privileges of British residents shall be acknowledged and guarded in their full extent.

"That the whole of the dismissals, with their names and causes why so dismissed, shall be fully published in the Lisbon Official Gazette.

"That ten days are allowed for a categorical answer—affirmative or negative; as no correspondence or modification can be allowed, and in case of a negative or no answer, H. M. Consul General will retire on board H. M. frigate Briton, and with the squadron off the Bar will make reprisals on all vessels bearing the Portuguese flag.

"Such are the insults and breaches of privilege complained of by England; the first knowledge of which caused much sensation and anxiety—this Government, however, has evidently agreed to all the conditions, as all the individuals required to be dismissed, have been discharged; and their dismissals publicly stated in the Lisbon Gazette of the 31 and 4th inst. So far the business is well and satisfactory ended.—The fleet has entered the Tagus, and the Carron steamer, has left with despatches for England!"

It is stated that the demands of France had not been acceded to by Don Miguel, and that the French Consul had therefore left Lisbon.

### UNITED STATES.

**From the N. York Observer, June 11.**

**Steam Boat Explosion—Many lives lost!**

On Tuesday afternoon, the Steam Boat General Jackson, Capt. Vanderbilt, that has plied daily between this city and Perkskill, was destroyed on her passage down, by the bursting of her boiler. The accident happened about 5 o'clock, while she was lying near Grassy Point Dock, a new landing in Haverstraw Bay, about two miles below Stony Point Light House and thirty miles from the city. Capt. Vanderbilt was on shore at the time, assisting in the landing of passengers and merchandise. Such was the force of the explosion that the boiler was blown entirely from its place, and fell into the river between the Boat and the Dock; a great part of the forward deck was demolished—the bows blown out, and in about 20 minutes the boat sank, the stern only being above the surface of the water. When the accident happened, the Steam Boat Albany, Capt. Jenkins, on her passage down, was only a few miles distant from the scene of the terrible catastrophe, and in half an hour after, Capt. Jenkins was near enough to send his yawl on shore to the assistance of the sufferers.

The number of persons on board at the time of the explosion, was between 40 and 50. Of these it is ascertained that 7 are dead. It is

said also that an elderly gentleman and his son were in the cabin at the time of the explosion and are supposed to have gone down with the boat. Eight or ten others are badly scalded, of whom 6 or 7 are not expected to survive. Mr. E. B. Rathbone, a respectable merchant of this city of the firm of Jagger and Rathbone, was shockingly mangled, and suffered the amputation of his leg on Wednesday, but is expected to recover. The number of lives lost will probably be from 12 to 15.

The explosion seems to have been the result of unparadonable negligence. It is said that the steam was not let off while at the landing.—The explosion was so violent that the chimney was thrown to a considerable distance, and fell on the shore with its bottom upwards.

**Another Dreadful Steam-Boat Accident.**

A Cincinnati paper of the 1st inst., states that the steam boat Brandywine, on her way up the Mississippi river from New-Orleans burst her boiler and killed 30 persons.—*New York D. Sentinel.*

**From the Philadelphia National Gazette.**

The following letter came to us by the mail of this morning. We deeply deplore the great calamity which Mr. Rowland, a Presbyterian Minister, so vividly and sorrowfully describes. The public will sympathize with the unfortunate inhabitants of Fayetteville.

FAYETTEVILLE, N. C. May 29, 1831

**To the Editor of the National Gazette:**

Sir—FAYETTEVILLE is no more!—This morning the sun rose upon us in its beauty, and with gladdened hearts we looked to the churches of our God.—Now we are in ruins. But two stores of all that place contained, are standing. The rest are entirely consumed. Nothing but stacks of tottering chimneys remain in the outskirts of the town, and in those streets which are a little off from the centre of the village, not a dwelling-house remains. All the churches, with the exception of the Methodist, which is distant from the centre of the town, is destroyed. The Academy, the two splendid hotels, our printing offices, the two Banks, the old State House, every apothecary's shop, and some of our mills, are all in ashes.

The fire communicated, it is supposed, from a chimney, precisely in the centre of our village, and spread with inconceivable rapidity through every street. It was just after the congregation had been dismissed, about half past 12 o'clock, when the fire was first discovered, and in less than one hour and a half our village was literally a "sea of flame." The goods were consumed in the streets, the engines were burnt at their stands. Some who had property removed to a distance in expectation of safety were disappointed; too soon the destroying element reached them. The churches, though at a distance from each other were soon in flames. The tall steeple of the Presbyterian church seemed a pyramid of fire; for a while it stood firm—soon the bell descended with a crash—the steeple trembled, tottered—and fell. The Episcopal church, which apparently caught at the same time was soon in ashes.

As I wandered through the outskirts of the place, to administer relief so far as possible to the distressed my heart sunk within me. The sick were borne out of their houses, and were lying on pallets in the streets. Others, faint and exhausted, were reclining on the beds which had been thrown out. Every moment our ears were stunned with the explosion of powder, to demolish the buildings which might stay the flames. But although many were thus levelled, there was not strength to pull the timbers from the reach of the conflagration.

It is impossible to paint the heart-rending scenes which every where occurred. Parents were inquiring for their children, and children for their parents and in every countenance reigned despair.

I have been round the fire in every direction and the above statements are the result of my own observation. From where I now write I can perceive, for the extent of nearly half a mile, the light which flashes up from the smouldering ruins. A very small portion of the property was insured. Most of the people lost their all! Our distress may be partially imagined, but cannot be justly conceived of. Much bodily injury was experienced, but so far as it is at present known no lives were lost. What results may be ascertained when our friends are collected, it is impossible to say.

HENRY A. ROWLAND, Jr.

We add the following from a particular account of the fire prepared by the Editors of the N. C. Journal and Carolina Observer:

It is impossible to form any correct estimate of the entire loss in real estate. There probably is no instance in history of so large a portion of a town being consumed, where it was not the result of voluntary human agency.—The private buildings destroyed, in number, about six hundred, would require a catalogue to enumerate particularly. But besides the buildings, immense quantities of books, valuable papers, money, household furniture, goods, wares, merchandise and produce, were destroyed. Many who on the morning of that day were in the full enjoyment of all the ordinary blessings of life, have now nothing left to them but the single suit of clothes which they then wore, not a morsel in store either of bread or of meat, to meet the common demands of nature, destitute even of the shelter of the rudest hovel from the inclemency of the climate.—Nor is this state of privation confined to man in the full enjoyment of his natural strength and independence, but it includes all conditions of life,—the widowed mother bending beneath the weight of years and surrounded by her famishing babes,—the helpless, and unprotected female—the sick, the lame, and the aged. Many who were in a state of prosperity, now find themselves entirely denuded of property, and burdened with debts of immense magnitude. But we forbear. The entire loss is estimated at one million and a half of dollars.

A meeting for the relief of the sufferers has been held in Philadelphia, and an efficient committee has been appointed to collect contributions. Similar measures are proposed in this city, and we hope the example will be generally followed in our principal towns.—*New York Observer.*

The town contained 3500 inhabitants, and was the seat of an extensive and flourishing business. The loss is estimated at \$1,500,000, of which it is supposed less than one tenth has been insured.—*Id.*

### BOSTON.

**HOUSE OF REPRESENTATIVES,**

**Saturday, June 4.**

Mr. BAYLIES of Taunton, from the Committee to whom so much of the Governor's speech as related to the north eastern boundary of the United States was referred, reported that it was not advisable at present, to legislate on that subject.

Mr. CUSHMAN of Middleborough moved that the report should be considered. To this motion Mr. Baylies assented.

Mr. CUSHMAN said that he wished the Committee would give some explanations on this subject, which was very important. He observed that the Report detailed no facts, but only stated the opinion of the Committee in general terms.

Mr. BAYLIES said that he would endeavour to explain the views of the Committee. The Committee had their own opinions, but they believed that the most expedient and prudent course would be the one proposed by the Report—by which the House would not be committed in any way.

The Committee had not examined all the documents;—he understood that a folio volume of printed documents was in the hands of a Committee of the Senate; these documents it was impossible to copy during the present session; he understood that they went to establish the title of the U. States to that territory which had been awarded by the judgment of the King of the Netherlands, acting as an Umpire, to the Crown of Great Britain, but as the Committee were convinced, from documents in their possession that the title of the United States was valid, they did not think it necessary to examine other documents to prove the same thing.

By the treaty of 1763, the northern boundary line of the United States is described as commencing at the northwest angle of Nova-Scotia, viz:—that angle which is formed by a line drawn due north from the source of the Saint Croix river to the Highlands, along the said Highlands which divide those rivers that empty themselves into the Saint Lawrence from those which fall into the Atlantic Ocean;—this line is continued to the northwestmost head of the Connecticut river, then down that river to the 45th parallel of latitude, and on that parallel of latitude until it strikes the Saint Lawrence, then down the Saint Lawrence, through lakes, and straits, and rivers to the extremity of the Lake of the Woods. This is the northern boundary line of the United States, as established by the Treaty of 1763.

In the same treaty the eastern boundary line of the United States, being also the western boundary line of Nova-Scotia and New-Brunswick, is thus described.

East by a line to be drawn along the middle of the river St. Croix from its mouth in the Bay of Fundy, to its source, and from its source directly north to the aforesaid highlands, which divide the rivers that fall into the Atlantic Ocean, from those which fall into the river St. Lawrence.

Plain and simple as these descriptions of boundary appeared, a controversy arose between the two nations, or rather between Great Britain and Massachusetts soon after the ratification of the treaty of peace, (which continued until the Federal Constitution went into operation) as to the river which ought to be called the St. Croix, and established as a part of the boundary. Upon a provision in Jay's treaty, this controversy was referred to the decision of Commissioners, mutually chosen. By those Commissioners the River Passamaquoddy was assumed to be the true Saint Croix. This decision, (said Mr. Baylies) always appears to me to be wrong, but this is only my opinion. The Passamaquoddy was acknowledged by both nations as the boundary, and that question is no longer open to controversy. A decision on this question was necessary, as there were settlers between the Passamaquoddy and the St. Johns, who were placed in an embarrassing dilemma, as it was uncertain to which Government their allegiance was due. But the same necessity for surveying the line running north from the source of the Passamaquoddy to the Highlands which divided the northern and southern waters, did not then exist, because that region was unsettled, unexplored, and a wilderness.

Great Britain has constructed the treaty of 1763, in such a way, that the northern limits of Maine are placed by her, far to the south of the elevated lands which divide the waters flowing north, from those flowing south. To give force to this construction she is compelled to deny that the Bay of Fundy is a part of the Atlantic Ocean, and therefore the waters of the Saint John which fall into the Bay of Fundy are not within the meaning of the words "rivers falling into the Atlantic Ocean," and she has undertaken to fix the boundary line in the region between the southern sources of the Saint John and its branches, and the northern sources of the Penobscot. She has certainly been inconsistent in the application of her principles of construction, for the Penobscot, like the St. John communicates with the ocean through a Bay, and therefore it appears to me that she was placed in this dilemma; to maintain the assumed line she would have been forced to prove that the Bay of Fundy is not and the Bay of Penobscot is, a part of the Atlantic Ocean.

To support her claim, she is compelled to contend that the Highlands intended by the Treaty are the first highlands which are reached in the line running north from the source of the Saint Croix, and that Mars-hill, the first elevation in that line, is the spot to which the word applies, and on this construction she assumes that Mars-hill is the northwest angle of Nova-Scotia.—She claims by this construction a territory extending nearly through the whole width of Maine, and embracing two degrees of latitude.

To ascertain the true line we must resort to the other points of boundary established by Treaty of 1763, and the subsequent admissions of Great Britain. It is of the first importance to locate and fix the northwest angle of Nova-Scotia, for that corner or angle is the starting point of the whole boundary of the United States.

For more than a century proceeding the peace of 1763, Nova Scotia was the battle ground of Great Britain and France, and here the Provinces of Massachusetts-Bay won some of her most imperishable laurels. Whenever Great Britain held this country, she always claimed the St. Lawrence as the northern boundary.

In the charter granted by King James I. in 1631, to Sir William Alexander, (which was the first charter granted to any subject of the crown of England, of this region) the western boundary line of Nova Scotia is described as being drawn in a northern direction from the Saint Croix, to the Gulf of Saint Lawrence.

By the treaty of 1763, the Province of Nova-Scotia was added to Great Britain, and the dominion of France became extinct.

This northwest angle must be determined by showing where it was in 1763, when our treaty with Great Britain was made.

This question has been investigated by a Committee of the Legislature, (and of Maine particularly, as I understand, by the Chairman of the Committee on the part of the House) with great industry and ability. To prove where the northwest angle of Nova-Scotia actually is, they cite the proclamation of the King of Great Britain, dated October 7, 1768, immediately after the cession of the French Province, by the treaty of that year—in which the King defines the boundaries of the Government of Quebec, the south line of which is as